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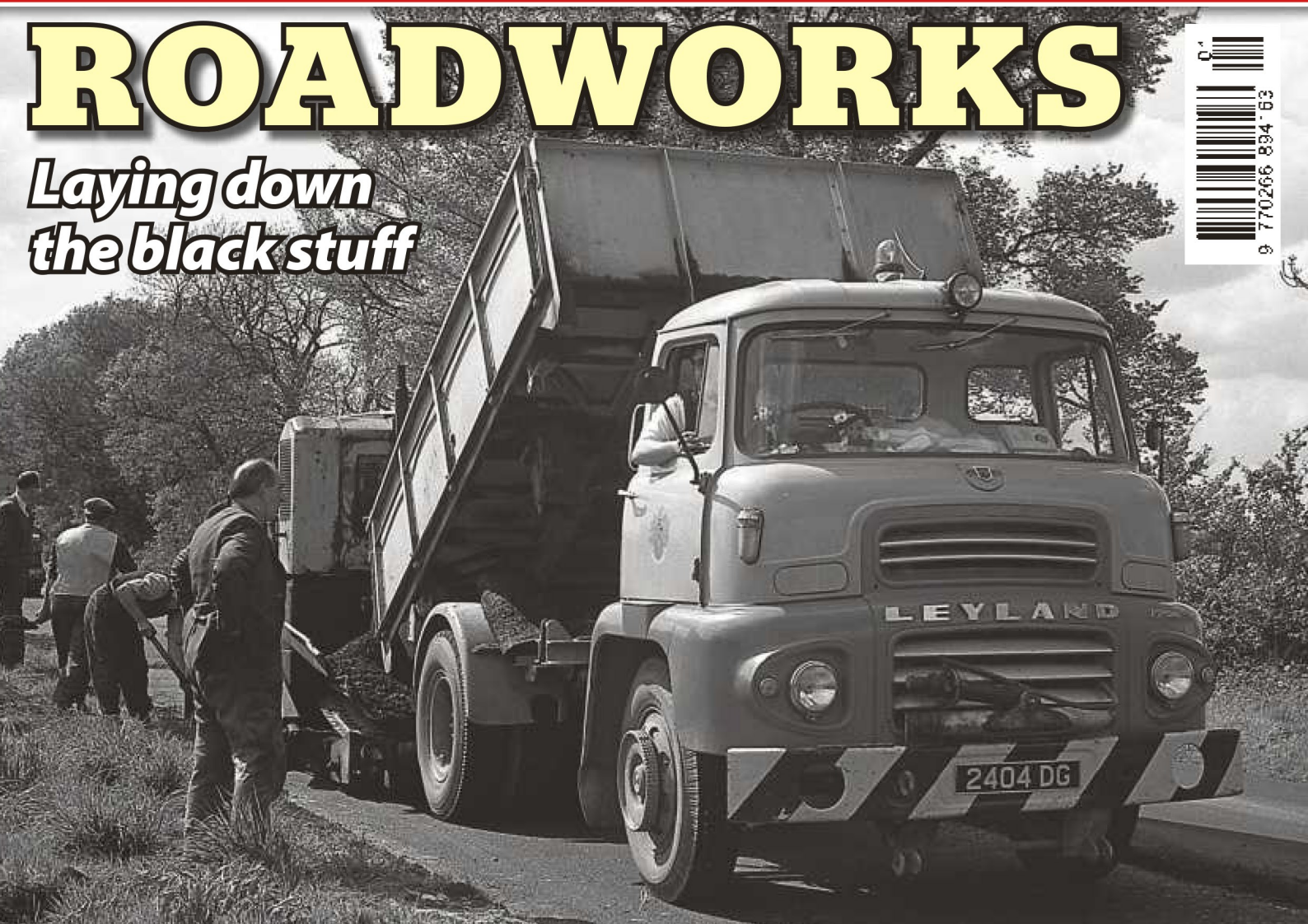
VINTAGE ROADSCENE

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ROADWORKS

*Laying down
the black stuff*



Model Roadscene



Durham Ambulances



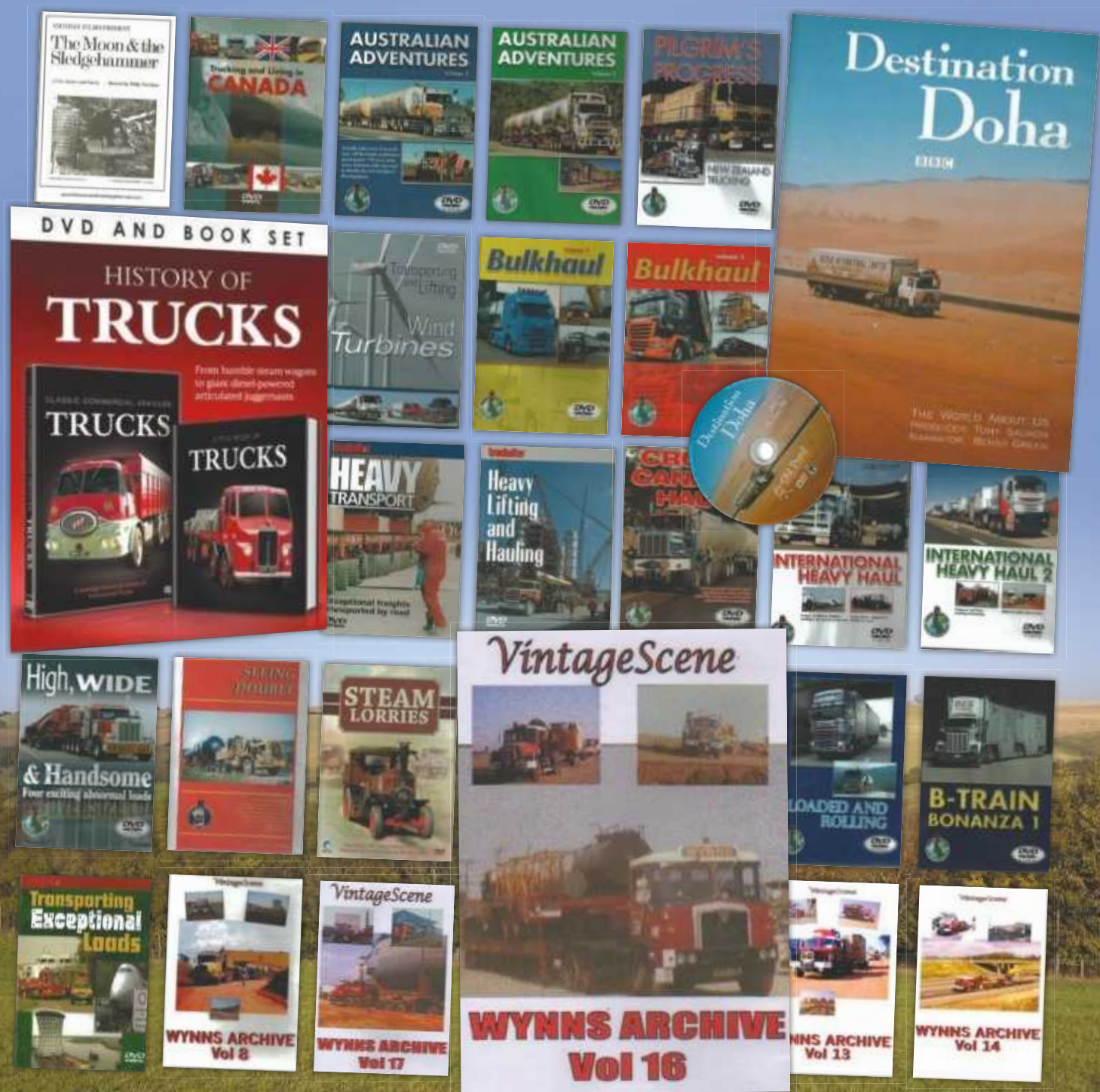
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Cudham Tithe Barn, Berrys Hill,
Cudham, Kent TN16 3AG

EDITORIAL

Editor: Mike Forbes
Email: v.red@kelsey.co.uk
Art Editor: Rob Terry – rob@focusedondesign.co.uk

ADVERTISEMENT SALES

Talk Media Sales
01732 445325
info@talkmediasales.co.uk

Production Supervisor:

Joe Harris 01733 362318
kelseycommercial@atgraphicsuk.com

Team Leader:

Melanie Cooper - 01733 362701

Publishing Operations Manager:

Charlotte Whittaker

MANAGEMENT

Managing Director: Phil Weeden

Chief Executive: Steve Wright

Chairman: Steve Annetts

Finance Director: Joyce Parker-Sarioglu

Publisher: Andrew Davies

Retail Distribution Manager: Eleanor Brown

Audience Development Manager: Andy Cotton

Subs Marketing Manager: Dan Webb

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Customer service email address:

subs@kelsey.co.uk

Customer service and subscription

postal address:

Vintage Roadscene Customer Service Team

Kelsey Publishing Ltd, Cudham Tithe Barn

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The original brief caption for this picture says: 'Telehoist bale loader on 1954 Bedford'. It shows a bale or sack lifter in action, fitted beneath the side rave of the Perkins diesel-engined Bedford TA of George Askew, Hay Straw and Chaff Merchant, of Buckhurst Hill, Essex. The gent in the smart hat and coat on the left (is it Mr Askew or the man from Telehoist?) didn't put the bale on the loader, there must be others around somewhere, but the chap on top is getting quite a load onto the 5-tonner, which isn't even down on the rear springs at all yet. That's an impressive platform over the cab, with stays down to the front wings. So now we know how such a loader worked... (Stevens-Stratten Vintage Roadscene Picture Library)

Firstly, let me wish everybody a Merry Christmas and a Happy New Year. The January issue seems to come round ever faster, but let's hope 2017 has plenty in store to keep us happy, even as we continue to look back on other times we remember enjoying. At least, I assume we enjoyed them, otherwise why would we be reading or writing this magazine?

Talking of memories, the latest issue of the Road Haulage Archive series is now available, as you can see on this page. 'A Life with Lorries' looks back at Neil Johnston's varied career in transport. I think you will enjoy reading his story as much as I enjoyed putting it together. I must apologise for a few of my errors which crept into our preview in the last issue, which could not be corrected before the publication deadline. Hopefully, the 'bookazine' will set the record straight.

In the next issue, Malcolm Bates will be looking at tankers – all sorts of different specialised bulk liquid carriers. When we were searching through the Stevens-Stratten Vintage Roadscene Picture Library (sorry, that's a rather grand name for several battered old filing cabinets, but they are full of some great stuff) for tanker pictures, we found some really great ones, so there's something to look forward to in the New Year...

The pictures in the current 'RHA' issue were nearly all taken from old '127' negatives or prints, approximately 2½ by 1½ inches. They look as good as they do, thanks to the scanning skills

of our friend, Graham Newell, who has all sorts of great pictures on his 'flickr' pages, if you are into that sort of thing, and our publisher, Steve Wright, to both of whom we are most grateful for their help, as well as our brilliant designer, Rob Terry, who regularly works wonders with our material both 'Roadscene and the bookazines.

So, taking Malcolm's words in his article in this issue to heart, I hope we will hear from more of you readers, with your stories and pictures, I hope, even if they're only little 'snaps', of your days on the road and in the transport industry. Remember, sitting in his office, the transport clerk or manager might not have been enjoying all of the 'romance of the road', but I know from my limited experience in such a role, there are plenty of tales to tell – some of them even printable in a magazine like this one! So please get in touch, post or e-mail (get the grandchildren to help, they always seem pleased to get involved).

While we were looking for the tanker pictures, we came across the picture seen above. I've always been fascinated by those attachments seen under the platform of agricultural haulage vehicle in particular. If you have too, now you know what they looked like in action. Yes, we're all still learning something new every day.

I hope you enjoy the contents of this issue, there's plenty more to come, but please let us know your transport stories. As you'll see in the letters pages, one often leads to another, as those memories come flooding back...

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ON THE COVER...



This month our 'Scenes Past' feature looks at roadworks, renewing the worn out road surface, either by spreading tar and 'loose chippings', nobody's favourite, or with new Tarmacadam, as seen here, with Gloucestershire Highways Leyland Comet tipping 'the black stuff' into the hopper of the paver, one of a series of pictures from the 'Stilltime' Collection. (CHC abh119)

DURHAM COUNTY'S AMBULANCES

Ron Henderson looks at the development of the ambulance fleet serving this part of the North-east.



Above: This 1930 Armstrong Siddeley ambulance of the Consett Home Collieries Ambulance Welfare Scheme was typical of the pre-war ambulances incorporated into the new Durham County Ambulance Service fleet upon its formation in 1948.

Durham County Ambulance Service was formed on April 1st, 1948, when Section 27 of the National Health Service Act required Local Authority county and county borough councils to set up public ambulance services, to provide free ambulance transport for accident, emergency and sudden illness cases, together with the transport for the mentally ill, general infirmity and maternity cases.

Prior to the implementation of this act, ambulances in Durham, in particular, were operated by a multitude of agencies operating services on a fee paying basis or via an annual subscription scheme. The Coal Board operated its own ambulances from 46 different depots, to attend to accidents in the collieries, and there were 28 Miners Lodge and Welfare ambulance schemes run on a subscription basis through deductions from colliers' wages, which permitted the families of miners to use the ambulances when required as well. In all, 54 separate services were operated by local councils, while another 28 were operated by local industries and voluntary agencies.

From these separate authorities, 29 council services, with a total of 61 ambulances,



Above: The early fleet also featured ambulances based on Commer/Karrier chassis, such as this 1½ ton forward control ambulance with Lomas bodywork that dated from 1954.

plus 27 ambulances from the volunteer agencies and colliery welfare schemes were incorporated into the new county ambulance scheme. The vehicles included a vast assortment of makes, such as Armstrong Siddeley, Bean, Berliet, Buick, Cadillac, La Salle, Lanchester and Rolls Royce, plus the

more common Austin, Ford and Morris vehicles. They ranged in date from 1913 to 1945.

The unification of these services was a massive undertaking and an urgent priority was new vehicles, ideally with some degree of standardisation. New vehicles were



Above: A 1952 line-up of five Bedford K-Lomas ambulances, finished in the original dark green and black livery. The drivers of the time were formally dressed in chauffeur's uniforms and, in that era, were employed for their driving aptitude rather than their academic abilities.

in short supply, with all of the new NHS services facing similar problems, but initial batches of Commer Q25s and Spurling-bodied Bedford ambulances were delivered, finished in the council's dark green livery with black mudguards. For special long distance journeys, five Humber Super Snipes and one Daimler Super Six were used.

By the end of 1952, 37 additional Bedford K Series vehicles with Lomas bodies had been delivered, supplemented by smaller Bedford CA vehicles and some forward control Commers, also with Lomas bodies. In 1954, the fleet stood at 100 vehicles, mainly Bedford-based, and when the Bedford TA series was introduced, the county council bought an initial batch of nine A2Z/Lomas ambulances, followed by a further batch of eleven of which seven had diesel engines.

The experiment with diesel engines for ambulance work was not popular. The noise of the engines disturbed patients in hospital, they were smelly with diesel fumes and there were problems with vibration. In summary, they were claimed to have been 'an embarrassment to ambulancemen'.

In 1960, the last Bedfords were ordered, then a complete departure occurred. Later in the same year, ten Austin 152 (equivalent of the Morris J2), fitted with Kennings bodywork, were ordered. Another major change was the replacement of the dark green livery with a new pale yellow Harvest Gold scheme with light brown trim.

In 1964, a batch of Wadham's bodied Morris LD ambulances was ordered and these became the standard ambulance in County Durham. By 1970, the entire fleet was made up of these vehicles, with the last batches

featuring another livery change, this time to all white. The council stayed loyal to BMC/Leyland and commenced ordering more Wadhams ambulances, but now based on the bigger EA chassis.

By 1975, the entire fleet of LDs had been replaced by the EA ambulances, with an almost wholly standardised fleet, apart from the odd exception. Weardale Ambulance Station at St John's Chapel, in the south west of the county, was very remote and had a need for a 4x4 vehicle, so an Austin Gypsy ambulance was bought specially for that district. It was replaced in 1972 by a Range Rover with Wadhams bodywork.

One large Leyland FG with a Wadhams

coach body was also provided to ferry psychiatric patients to clinics in mid-Durham. Ambulances from various outposts would feed into the hospital where the bus was stationed and the bus would transport the patients together to the clinic. The only other non-standard vehicles were three Commer mini-buses. These were originally ordered by Durham Constabulary, but when deemed surplus to requirements, they were transferred to the ambulance service and used as sitting case vehicles, retaining their blue livery throughout their service.

In 1974, Local Government Re-organisation saw four Durham ambulance stations transferred to Tyne & Wear, but the County



Above: In the 1960s, the entire Durham County Ambulance fleet was made up of Morris LD vehicles with Wadhams coachwork. This one features the second livery of Harvest Gold with brown trim and dates from 1965.



Only a small batch of these basic-looking Wadham-bodied Bedford CF dual-purpose ambulances, devoid of any reflective striping, were delivered before the fleet was standardised on Hanlon-bodied vehicles.

Borough of Darlington's ambulances transferred into the county authority. The non-standard fleet of Morris FG ambulances and one luxury Austin Princess Vanden Plas ambulance was soon disposed of and replaced by Wadham Leyland EA vehicles.

In 1975, with no other suitable vehicle from Leyland to provide the next generation of ambulances, a return to Bedford was made, with a small batch of Wadham-bodied CF vehicles. However, in the same year, a new contender in the market, Hanlon Ltd,

Right: One of the exceptions in the Durham ambulance fleet was this sole Wadham-bodied Leyland FG coach. Dating from 1972, it could carry 22 people and was used to transport psychiatric patients to and from day unit clinics. Special drivers were assigned purely to this vehicle.



Above: This 1972 Range Rover/Wadham ambulance was another exception in the Durham fleet. Based at St John's Chapel, near Stanhope, it was fully-manned during the day, but at night the crews were called in from their homes.

of Longford in Ireland, began to infiltrate the market in a big way, with a series of attractive and functional ambulances mounted onto Bedford CF and Ford Transit chassis.

Within a very short time, Hanlon had cornered most of the United Kingdom market. Durham County was no exception and, within a few years, the entire fleet of Wadham ambulances had been replaced by Hanlon Hi-Line ambulances on Bedford CF chassis.

Thereafter, as British motor manufacturing industries progressively closed down, the service bought a few Ford Transits, Leyland DAFs and Talbots, before standardising on foreign chassis from Mercedes and Renault. In 1999, the Service amalgamated with Northumbria Ambulance Service, marking the end of 51 years of the Durham county ambulance service fleet.

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Showmen On The Heath - Part 3

Allan Bedford brings us a third and final selection of pictures of fairground and circus transport, seen at events held on Blackheath over the last 40-odd years.

The large open space of Blackheath in South-east London, has been a regular venue for many travelling fun fairs and, increasingly in recent years, circuses. These follow a long tradition of historic gatherings over the centuries, offering entertainment and an exciting day out for Londoners, to enjoy the open air, plus the sights, sounds and, yes, the smells of the fairground.

For enthusiasts interested in lorries, especially older types, the fairgrounds offer the sight of the type of vehicle we like to see, still working for a living, tending to be second-hand older types, often adapted for their new role, pulling trailers or caravans, and nicely painted in interesting new

Top: Although perhaps rather bland-looking, it is important that we recall the visit of this still quite smart eleven year old AWD, J188 JPO, which travelled with Zippus Circus to its Easter 2002 show.

Right: Another familiar name is carried on this Bedford TK Luton van, EWE 377V (Sheffield, late 1979) which served Bibby's well and is seen at Blackheath at Easter, 2003.

liveries, disguising their origins to a greater or lesser extent.

As well as the fairgrounds, there are also a number of travelling circuses, which usually run equally interesting lorries, to transport their tents and paraphernalia around from site to site, and this time we have pictures of more of these vehicles, as well as some more

recent types.

Allan has been visiting Blackheath and its fun fairs for many years, taking photographs from 1970, until recent years, which he has been sharing with us in these pages.

● We are planning an issue showing circus vehicles during the next year in our Road Haulage Archive series.



Right: A very smart ERF 'C Series' four-wheeler, TJM 576Y (Reading 1982-3), which has received a Luton body and full showman's mods, seen on the late summer scorched grass in August 2003.

Below: In appalling conditions, Allan ventured onto the Heath in May 2008 and just had to get a picture of this late Scammell Highwayman ballast tractor with generator unit, HGV 807E (West Suffolk, 1967). A surprising sight on a fairground by this date, it had formerly been part of the legendary fleet of Sidney Harrison of Sheffield.



Above: The Moscow State Circus was seen on the Heath in November 2008. Its fleet included this impressive Foden 4300 eight-wheeler. With its box van bodywork, F638 TJF (Leicester, 1988-9) was very smartly painted and lettered.

Right: Autumn leaves cover the grass in November 2008, beside this ex-'Bligh Boards' early narrow-cab Foden 2000 Series, still wearing its personalised plate, H3 PLV. four years later, in July 2012 it turned up with Gerry Cottles Circus in Exeter, with red replacing blue on the lower parts.

Below: An impressive line-up of four Foden 4000 Series and a lone Alpha, seen at the November 2008 Moscow State Circus visit.



Right: On a sunny day in early May 2011, Allan caught up with the Zippos fleet, including this ERF E6 box van, F600 AWW (Leeds, 1988-9). All the fleet carried this cab sticker claiming 'this truck is running on chip fat.'



Above: This ERF EC10 eight-wheeled frame truck and its trailer must have made an impressive sight when on the move. Another Devon connection, dating from 1994-5, M857 KOD, was seen on a sunny Sunday morning of August Bank Holiday, 2014.



Left: Coming even more up-to-date, one of the enormous thrill rides which now travel the country can be seen behind this beautifully turned out Volvo FH12, P858 SVO (Nottingham, 1996-7), with a semi-trailer caravan, seen in August 2014.

Below: Another FH12 at the August Bank Holiday show in 2014 was L70 OJB (Reading, 1995-6), this time a six-wheeler, most likely originally a heavy haulage artic unit, but now fitted with a box body. The high-roof Globetrotter carries 'Heavy Locomotive' lettering, along with the 'James Bond' fun fair name, as it hails from Bond Street, Lutterworth, Leicestershire.



Above: During the 1990s, Allan sometimes saw an impressive black ERF 'E Series' curtain-sided eight-wheeler like this one, London-bound on the A2 and just loved them. By 2003, E644 SOG (Birmingham, 1987-8), was to be seen on the Heath, again in 2008 and it was still 'Tango-ing' in 2014. One of these lorries returned to its full original livery would make an impressive sight in preservation.



Above: There was a selection of small rides set up close to the village for the February half-term holiday week in 2015, where this ERF EC10 six-wheeler artic unit, L808 XGD (Glasgow, 1992-3), was seen in front of All Saints Church.



Left: Allan's last excursion to the Heath, in March 2015, found Zippos in a central position where, just before the evening Saturday show, this patriotic line-up of Fodens and an ERF was captured. Unlike four years earlier the fleet is no longer 'frying tonight' – it's had its chips.

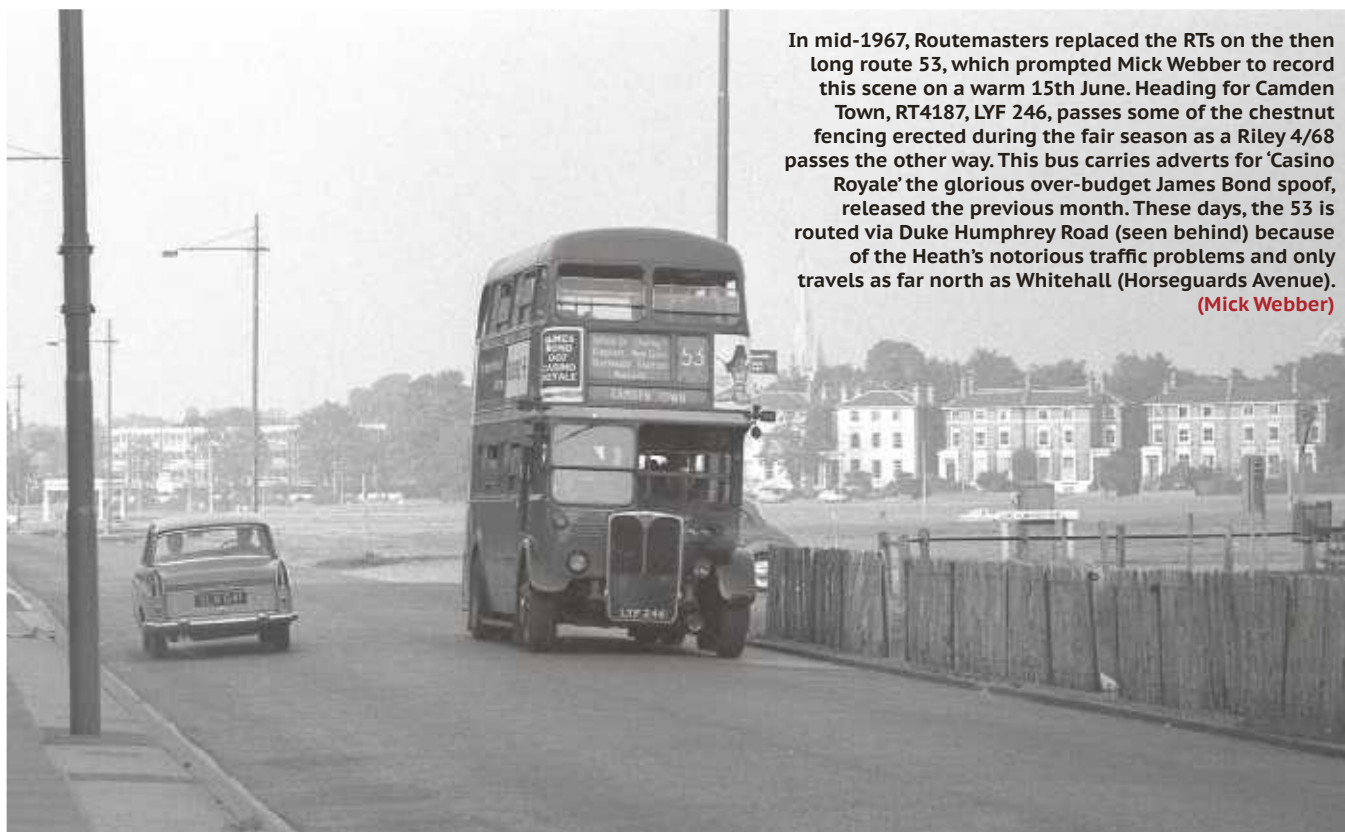
1



2



Above: As Allan never recorded a Leyland at Blackheath Fair, he has included this 1949 South Eastern Gasboard Leyland Hippo tar tanker, posed on the Heath, near Maze Hill, when new. I have a vivid memory of an identical one, perhaps even KLA 896, which I watched at work from my parents' front upstairs bedroom window. As the large squeegee rubber at the rear spread the hot stuff, a gang shovelled the small yellow chippings on the small incline outside our house. Every year, on really hot summer days, that tar would bubble and blister, great fun for young boys to poke with a discarded matchstick or lollipop stick! The Metro trademark records the former pre-nationalisation South Metropolitan Gas Company of East Greenwich. Predecessors to this included Metro's fleet of Sentinel 'DG' and 'S' Type tankers. (Allan Bedford collection)



In mid-1967, Routemasters replaced the RTs on the then long route 53, which prompted Mick Webber to record this scene on a warm 15th June. Heading for Camden Town, RT4187, LYF 246, passes some of the chestnut fencing erected during the fair season as a Riley 4/68 passes the other way. This bus carries adverts for 'Casino Royale' the glorious over-budget James Bond spoof, released the previous month. These days, the 53 is routed via Duke Humphrey Road (seen behind) because of the Heath's notorious traffic problems and only travels as far north as Whitehall (Horseguards Avenue).

(Mick Webber)

1: Another photograph from the same period, with the spire of the now demolished St Andrews Church in Vanbrugh Park near The Standard seen in the distance. Note the wisps of steam from the centre engine of the roundabout on the left and what looks like a great war period truck on wooden wheels behind the 'A' Frame: could it be an FWD? (Mick Webber)

2: A scene at Blackheath Fair around 1930. Allan says he doesn't think 'La René - the Parisian Mystery Girl' would be acceptable to the ever-present PC-brigade today - Nuf Sed! And just look at all that litter - it's not just a modern problem, then! (Mick Webber)

3: A bus ride to the 1967 Easter Fair on NX Garage-based RT1989, LUC 90, has brought further punters to join an already packed Heath. Seen pulling away, it will turn short at The Standard, a short ride away as a lovely 1960 Mark 2 Jag roars past. The bus carries a poster for 'The Viking Queen', released that year, a 'Hammer Horror' film, with a cast including Patrick Troughton - aka Dr Who No 2. (Peter Horner)

4: On the same day, Northfleet's green RT1102, JXN 130, provides a relief service to London (Victoria) on Greenline route 701. For company, there's a pair of Farina A40s and an early Transit dropside. Winter coats are much in evidence, but hot dogs and fish and chips are on offer along with the rides. (Peter Horner).

Acknowledgments

With thanks to Mick Webber, Peter Horner, John Shearman, Dave Godley and Gary Edwards for additional information in the preparation of this article, plus the following publications:-

- The Heath by Neil Rhind
- Fairground Photographs and notes (Jan 1932-Dec 1938) by Philip Bradley, New Era Publications, 1999
- Fairground and Circus Transport (Oisylager Organisation BV, 1973)



Above: Bradford fleet no No 22, a 1950 AEC Regent III 9612E chassis, with gorgeous four-bay Weymann H56R body, is outbound for Queensbury; note the 'innovative' via indicator board under the lower nearside front window. (All pictures from the Stuart Emmett collection)

When Bradford trolleybuses stopped working

*Shock horror, is this an X-rated article? Well no, just an over-dramatic headline, referring to the day in 1961 when the Bradford trolleybuses stopped working, as related by **Stuart Emmett**.*

What actually happened was, in the early evening of Thursday the 8th June 1961, I noticed a motorbus was operating on the trolleybus route that went past our Eccleshill home. We lived alongside the 33 Eccleshill/City/44 St Enochs Road Top route and normally had four trolleys operating a 15 minute headway. But that night, motorbuses were operating.

Wow, what had gone wrong? OK, I agree this is now just too much, but I am only trying to build the tension. Please relax and read on, I will not do it again; honestly, I promise.

Something clearly had gone wrong so, when the 'unexpected' motorbuses kept coming, I jumped on my bike to see what was going on at nearby Bolton Junction. Here the 33/44 route joined with the 40 from Saltaire and the 42 from Greengates. At Bolton Junction, they all then went down Bolton Road to the City.

However, when I got to the nearby Bolton



Above: Fleet no 525, a 1947 AEC Regent III 09611, with very lovely NCB H59R body, on Union Street, outbound for Bierley.

Junction, at around 19.25 hours, routes 40 and 42 both had trolleys working outbound from City. Crikey, what was going on? But then, at 19.30 hours inbound came a motorbus from Greengates on the 42!

So perhaps these other trolleybus routes had also been out?

Also at Bolton Junction was the terminus of the trolleybus radial route 34 to Bankfoot that ran over the first trolleybus route in the

UK in 1911, from Laisterdyke to Dudley Hill, and there on the 34, a trolleybus was ready to leave the terminus.

So I quickly made my way back home and watched developments on the 33/44. The first motor bus I had seen was at 18.55 hours and this bus returned on time, for the 19.55 departure, as indeed did the another three, right up to the 20.40 departure.

Then, for the 20.55 departure, we were back to the trolleybus. Situation again normal!

What went wrong, I never found out, but as I did not see any 'run out of lecky' standing/stranded trolleybuses, I therefore always suspected it was a planned event, scheduled for just after the evening peak?

So for the record, on the 8th June 1961, we had, the following four intruding motorbuses on the 33/44 services. They are shown in their running order for that evening. Additionally, they offer a nice overview of the Bradford motorbus fleet in June 1961:

Fleet no 38, FKY 38, from the batch (FKY) 1-40, which were new in 1949/1950, AEC Regent III 9612E chassis, with gorgeous four-bay Weymann H56R, latterly H59R,

bodies. Bradford also had eight similar (FKU registered) trolleybuses from 1950/1951, with five-bay bodies, along with second-hand 7 ft 6 ins wide Weymann trolleybuses, from Notts & Derby, Hastings and Brighton. It would be great if someone could do a definitive history of these Weymann beauties.

No 38 had entered service in March 1950

SO I QUICKLY MADE MY WAY BACK HOME AND WATCHED DEVELOPMENTS ON THE 33/44

and was one of the last of the batch to be withdrawn in October 1968.

From this 40 bus batch, 1 to 20 were initially allocated to Horton Bank Top, where they stayed for over 20 years, working principally on the Great Horton Road routes into the large 1950s Buttershaw council estate and up to Queensbury, which, in 1961 was the largest highest populated village in the UK. However, after the post-1974 boundary changes it was no longer such, but the new Queensbury ward still had several hamlets with great, names like Catherine Slack, Hunger Hill, Mountain, Old

Dolphin, and Scarlet Heights!

Fleet nos 21 to 40 initially started out at Thornbury depot (for the Stanningley and Leeds routes) and also at Ludlam Street, where they could appear on any route.

Sadly, most of this batch was scrapped between 1963 and 1969, although no 10 was held back in 1969 to be a training/learner bus, numbered 069, but this was

not proceeded with; however, no 7 was successful and it served as a training/learning bus, numbered 066, from 1970 to 1972 when, along with 069, it was scrapped.

They were the best Bradford motorbuses ever for me and later on, in 1967 to 1969, I used to ride on them four times a day (joy, oh joy) to/from Queensbury.

Meanwhile back to the plot, as there are still some buses to go. The next was another real beauty:

Fleet no 539, ECU 539 came from the batch (EQU) 524 to 543, which were new in 1947/1948, AEC Regent III 09611s, with very lovely NCB H59R bodies, which were re-seated in 1956/57 to H57R.

No 539 had entered service on the 5th March 1948 and was destined to be



Above: Fleet no 402, an ex-London Transport RT, new in 1947, at Manchester Road 'City' for Wyke. Originally used in Bradford as a 'non-roof box' RT, it was later fitted with standard indicators, two or three years after entering service.



Above: The last in the batch of Leyland PD2/3 chassis with Leyland H56R, new in 1950, no 65 is seen ready for the journey to Huddersfield, which was a joint service with Hebble, Huddersfield Corporation and 'the British Transport Commission' – otherwise known as the Huddersfield 'B' Joint Committee buses.

Right: Bradford fleet no 110, an AEC Regent V, with lightweight MCW H70FD body, on the City Circle, which was about two miles out of the city centre, seen at a timing stop in Bankfoot, outside the Red Lion pub on Rooley Lane, heading for Dudley Hill. The absent driver has perhaps nipped over the road behind the bus to the Bankfoot depot? The absence of an AEC badge on the radiator grille can be noted, it being replaced by an enamel badge of the Bradford Coat of Arms.



withdrawn on the 30th April 1963. The whole batch, apart from no 2, went for scrap between 1960 and 1963, with 541 and 543 finding new work in the service fleet from 1961, as a grit wagon and pole painter's wagon respectively. These were finally withdrawn in 1973 and 1972 respectively when, after their extra ten year lease of life, like the others, they went for scrap.

They were very good-looking motor buses and paralleled in Bradford's trolleybus fleet by 27 NCB re-bodied 1934 KY and 1935 AAK registered AECs, which had re-entered service from 1946 to 1949. Some of the trolleybuses served up to 1962 and no 603, an AEC of 1934, with a 1947 Northern Coachbuilders (NCB) body, was especially repainted in a representation of the 1911

livery. No 603 went on to complete over a million miles in service in April 1962, and was finally withdrawn in June 1962

The third motor bus seen on the trolleybus route that evening was fleet no 408, HLW 155, from the batch numbered 401 to 425 (HLW and HLX registered), 1947 AEC RT 09610/1s, ex-London Transport with either Park Royal, Weymann or Saunders H56R bodies. They were bought in 1958, when Bradford Corporation Transport had a problem, as it was still running many Utility double-deckers. Clearly the cost of re-certifying these was looked at, and instead, the decision was eventually taken to buy, from the dealer Birds of Stratford on Avon, these 25 1947 London RT buses, with the Utilities going to Birds in a part exchange

plus cash deal.

Bradford did have a 'full' history of using second-hand trolleybuses, but apart from the purchases of ex-demonstrators, these RTs were the first major second-hand motor bus purchases.

According to J S King's lovely 1995 book, the RTs came in 1958 with five year certificates of fitness. This was unusual for 11 year old buses, but perhaps there is an explanation, thanks to London's Aldenham works' virtual 'rebuild as new' chassis and body separation maintenance policy. The first Aldenham major overhauls for the 25 that came to Bradford are known to have been in 1957 and, now with a certification-free life until 1963 when, indeed, five were to be withdrawn, followed by three

in 1964, two in 1967, 11 in 1968, the last four withdrawals were in April 1969. They had a variable service life in Bradford, all being scrapped, apart from 410 that was preserved.

No 408 had entered service in 1st July 1958 and, like the others, were given one coat of drab blue paint, with just a cream/primrose narrow band, as well as retaining, where fitted, the London roof box indicator. However, in 1960/1961, all 25 were painted into normal Bradford blue and cream livery, and many of them also had the roof box removed (where fitted), replaced with full Bradford standard indicators.

An interesting purchase, and a story I am working on, of good buses, which served Bradford very well.

Lastly, fleet no 56, GKU 56, was from the batch (GKU) 41 to 65, which entered service in September /October 1950, this being after the last of FKY 21 to 40 had entered service in March 1950. Nos 41-65 were Leyland PD2/3 chassis with Leyland H56R (later to be H59R) bodies. No 56 had entered service on the 1st October 1950 and all of them started life at Bankfoot depot on the Manchester Road routes to Shelf and Woodside, to Wyke and Oakenshaw and further out to Huddersfield (jointly operated with Hebble and Huddersfield Corporations).

They were withdrawn between 1966 and 1970 and all were scrapped, apart from 59 and 61, which joined the service fleet as learner buses in 1971 (as 068, renumbered in 1971 as 035) and 1968 (as 060 and renumbered 036) respectively. These were

passed over to West Yorkshire Passenger Transport Executive (WYPTE) in April 1974, but their subsequent fate is not known.

So that was the four motor buses seen on the 33/44 trolleybus services, but there was one more, the bus I had also seen at Bolton Junction on the 42 route...

Fleet no 118, PKY 118, was new to Bradford on the 1st July 1959, in the batch 106 to 120 (PKY registrations), which were AEC Regent Vs, with lightweight MCW H70FD bodies, that started entering service from May 1959. They were the first forward entrance motor buses for Bradford Corporation, although Hebble had the first similar ones in Bradford

■ ■ ALL 25 WERE PAINTED INTO NORMAL BRADFORD BLUE AND CREAM LIVERY, AND MANY OF THEM ALSO HAD THE ROOF BOX REMOVED (WHERE FITTED), REPLACED WITH FULL BRADFORD STANDARD INDICATORS ■ ■

with its 1958 JCP 672/3, fleet numbers 304/305 (although 304 soon became 306), which worked on the two main routes the company had between Bradford and Halifax, one via Shelf and one via Queensberry.

Bradford already had trolleybuses with forward entrances, as its fleet nos 785 to 793, GHN xxx (ex-Darlington), which had entered service between December 1958 and February 1959 – and after these, all the subsequent re-bodied trolleybuses were so equipped.

These 15 Regent Vs were also the first of 120, which were delivered between 1959 and 1964. These were all broadly similar body-wise, with just small detail differences

in the indicators and the roof and window ventilators. However, the chassis varied, as nos 106 to 125 had 'Monocontrol' gears and were infinitely smoother and non-'body shaking', but the subsequent synchromesh manual gearboxes on nos 126 to 225 made them 'shaking tin boxes', according to one description of these buses. All of the Regent Vs were eventually passed over to the WYPTE in 1974.

Apart from the above five types, Bradford only had three other batches of motor buses in service at this time. Two of these were very similar to the ones above; for example the 1949 Leyland PD2s, EKY 554 to 573, were

like nos 41 to 65, while the 1961 Regent Vs UKY 121 to 125, were similar to nos 106 to 120.

However, the 40 vehicles in the batch, fleet nos 66 to 105, HKW 66 to 105, were different. These were 1952/1953 Regent III chassis, which were fitted at Crossley Motors

with Birmingham-style concealed radiator fronts, presumably on their way to East Lancashire Coachbuilders in Blackburn, where they got their H59R bodies. This was to be the start of Bradford's long association with East Lancs, which went onto re-body 98 trolleybuses in eight batches from late 1955 to early 1963.

The 40 HKWs were mainly withdrawn during 1966/1967, but eight were kept on until 1972, when two then became trainers, but eventually 39 were scrapped. One, no 82, is fortunately preserved, after it had an extended life as a service vehicle/mobile generator from 1972, made ready for the then 'three day week' and power supply issues.



Above: Fleet no 85, an AEC Regent III, with East Lancs H59R body, seen at the bottom of Manchester Road, amid the 1960s city centre demolition. The fine Alhambra theatre on the left is still magnificent today and the dome on the right was the then Gaumont Cinema, where the Beatles also performed. Used on and off for decades since 1968, it is now owned since 2013 by the Council, who have to develop it. The absence of an AEC badge can be noted on 85 like the AEC Regent V.

References

- Bradford Corporation Motorbuses, JS King, 1995
- Fleet History of Bradford Corporation, PB58, PSV Circle 1993

Stuart Emmett MSc (Cranfield UK); BA Hons (OU) was born in Bradford, and has also lived in Rugby, Lagos Nigeria and Gosforth in Cumbria. With a career in supply chain, logistics and international trade, after many years of practical operational and strategic business experience, he then worked as a mentor and a management trainer. Now 95% retired, Stuart is also the author/joint author of 30 books on leadership/management and many supply chain topics, but from our point of view has a life-long interest in buses and trolleybuses.

REMEMBERING HIS ROOTS - the Shire fleet of classic lorries

Paul Sweeting of the Shire Removal Group showed Roy Dodsworth his collection of preserved vehicles.



Above: This is a 1954 Guy Otter, NUK 106, first registered in Wolverhampton on 1st November 1954 and fitted with a diesel engine. When bought in Staffordshire it was fitted with a tipping body. It is currently under restoration and will be fitted with a platform body.

Shire Removal Group is based at Kinsley in West Yorkshire. The business was founded by Paul Sweeting in 1974. He bought a 1965 Austin 550FFG, GXC 504C, from Charles Hagenbachs, a well-known local bakery, for £100, and started doing local removals. The business took off and, after 18 months, he sold the Austin for £75 and invested in another lorry.

As the years have progressed, Paul has done

extremely well, and the firm now occupies large modern premises, with maintenance and bodybuilding workshops, administration and distribution facilities, all on one site.

There is a fleet of 15 working vehicles, catering for specialist removals throughout the UK and Europe. The newest vehicle is an MAN XXL, with the registration MOV 1, which was bought recently, at a cost of £125K.

A few years ago, Paul suffered a stroke. Thankfully, he recovered fully from this and

bought himself a classic 'toy' lorry. The toy cupboard now holds 14 classic lorries and he kindly invited me to visit him for a chat and to take some pictures of the vehicles in the workshops and lined-up in the yard, which are reproduced here.

Readers will recognise some of the vehicles, as Paul enjoys entering the Trans-Pennine Run and other local events, and we should be grateful for the opportunity to see some of the Shire fleet of classic lorries vehicles in action.



Left: This 1959 Guy Otter, WYH 923, was bought in Devon in 2014. It is an ex-Pickfords vehicle, registered in London on 23rd July 1959, and based at a London depot. When it was acquired, the body housed a showman's organ. Fitted with a diesel engine, it is seen having a new pantechicon body built.

Right: This 1961 Austin FFK, 951 KDE, is fitted with a platform body. It was bought at auction at Haverfordwest in 2000. Fitted with a diesel engine it was registered in Pembrokeshire on 7th April 1961. This vehicle might be for sale as it does not fit into Paul's future plans.



Above: This is a 1956 Albion Claymore chassis-cab, awaiting the fitting of a platform body. Bought from Saffron Walden at auction, from a deceased person's estate, KAS 607 is fitted with a diesel engine and was first registered in Nairn, near Inverness, on 1st January 1956.

1: This Guy Vixen, 717 NYB, is undergoing full restoration in the bodyshop. Bought in Cornwall, this was one of last of this type of vehicle made by Guy, following the take-over by Jaguar and later British Leyland. It is fitted with a BMC 3.8 litre diesel engine and has a late 1961 Somerset registration.

2: This picture shows the partly completed rebuild of the pantechicon body on the Vixen taking place.

3: This 1966 Austin FG, NNU 816D, is an ex-Sunblest fleet recovery truck. It was registered in Derbyshire on 18th October 1966. fitted with a petrol engine, it is awaiting restoration. This vehicle recalls Paul Sweeting's first van. (We all remember vans like this in our own high streets. Allied Bakeries owned the Sunblest brand and local bakery chains, Broomfields and Coombes the Bakers in South London, Purdy's and Matthes 'Sunshine Bread' in East Anglia, and many other names, including Charles Hagenbachs, from where Paul Sweeting's first van came – all now known as 'Greggs'... – Ed)

4: A 1951 Guy Otter, JDA 808, which was restored in the livery of Silentnight, a manufacturer of mattresses of Barnoldswick, Lancashire. Paul bought it at Bonham's auction in Harrogate in 2012. A regular entrant on the Trans-Pennine Run, the front of the vehicle bears the name of P Sweeting Removals of Wakefield. This is Paul's favourite vehicle to drive.





5: This is a 1964 Albion CL3AL Claymore, 424 WHU, registered in Bristol on 15th June 1964, it was bought new by Taylor Transport of Bristol and operated by them for over 30 years. It is fitted with an underfloor Albion 4.1 litre direct injection diesel engine and a Sparshatt 1400 cu ft integral Luton van body. The vehicle was bought in Bristol and is a regular rally attender.

6: This is a 1955 Bedford SBO diesel-engined passenger chassis, fitted with a Luton box body. UWJ243, first registered in Sheffield on 5th July 1955, was bought via the Internet as a full restoration project. Fitted with a six cylinder Perkins diesel engine, it was first owned by Robinsons of Chesterfield, which is still in business, making surgical dressings. It is awaiting full restoration into Sweeting's colours.

7: This 1955 Albion FT101AY, MSF 525, is fitted with a Luton box body and finished in the livery of Bell's of Edinburgh, a long-established removals company. Bought from Alan McKay, it is also awaiting full restoration into the Sweeting fleet colours. MSF 525 is not the original registration, as it was re-registered in Edinburgh in 2002.

8: This is a 1948 Guy Vixen, KWJ 969, seen awaiting completion of its bodywork. New to Ecclesfield Co-op and registered on 12th August 1948 in Sheffield, it is fitted with a petrol engine and will also be re-painted into P Sweeting livery.

9: This is a 1963 Albion Claymore, CMY 20A, fitted with a flatbed body and in the livery of G A Sweeting, Paul's dad. New to R Drummond of Bathgate, Scotland, it was bought at auction in Staffordshire. It was first registered on 23rd November 1963 in Glasgow.



Front and rear views of a 1971 Volvo 'Worisit' recovery truck. Original a Volvo F86 recovery truck, it was bought by Paul Sweeting and extensively renovated. 'Worisit' is Yorkshire dialect for 'what is it?' so the enthusiast will immediately recognise that the top of half of the cab is from a Bedford TK. The bonnet, reminiscent of a normal control Magirus Deutz, and all the bodywork was carried out in Paul's workshops. Seen a number of time on Trans Pennine, it has only recently been liveried.

SWEET SUCCESS

The Early Days of Trebor Mints

Colin Chesterman relates the history of the maker of these well-known sweets and the vehicles used to deliver them



Above: One of the first horse-drawn delivery vehicles, seen in 1910, showing the company name, Robertson & Woodcock Ltd, Manufacturing Confectioners, and the address, Shaftesbury Road in Forest Gate.

The Robertson and Woodcock company, better known as the producer of Trebor Mints, was formed in the early years of the 19th Century, in Forest Gate, London. From Forest Gate, the southern part of the country was served with horses and drays, which could not travel very far, limiting the delivery area until the first motor-powered vehicle was delivered in 1915.

The company pioneered the handling of glucose from tankers, taking the first bulk delivery of glucose ever made in London in 1930.

A new factory was planned in 1939, to service the northern part of the country, but World War II upset those plans. An old brewery was acquired in Chesterfield by the company and used to store valuable machinery outside the immediate danger of the war zone.

In early 1942, requirements from the fighting services led to the conversion of these premises for production. The improvised factory was responsible for meeting contracts to manufacture 'Fruit Drops', to be parachuted as emergency rations to our troops in Burma.

In April 1942, manufacturing was started in Chesterfield in a small way. By 1944,



Above: The first petrol van arrived in 1915.

the company was told that, owing to the threat of German 'V' bombs, wrapping and other machinery should be transferred to Chesterfield from London, to ensure the completion of military contracts and a number of the London factory girls volunteered to go and train the local girls to operate the machines.

After the war, the company progressed steadily and, by 1949, it had opened its third factory, at Woodford in Essex. A modern fleet of vans was purchased, based on Dodge and Seddon chassis, which were used for distribution and display, for sales of the produce and to displays at shows.

From 1948, a new Transport Ferry Service

was established between Preston and Larne, in Northern Ireland, using the 'Empire Cedric', a retired ex-Admiralty ship of approximately 4000 gross tons, adopted for commercial use, and used to carry 60 to 70 lorries and 200 cars with accommodation for drivers and passengers. Robertson & Woodcock made use of this service for its deliveries of Trebor Mints to customers Northern Ireland.

Right: The first bulk delivery of glucose in London is seen at the factory in 1930, with Scammell tanker, GH 7023, quite likely to be part of the Manbré & Garton fleet, featured a few months back.

Below: The first load for Ireland being loaded on the 'Empire Cedric', with the company's Seddon Mk 5 box van backing on board, with the company's name lettered on the cab sides and 'Trebor Quality Sweets' and a roll of mints on the body.



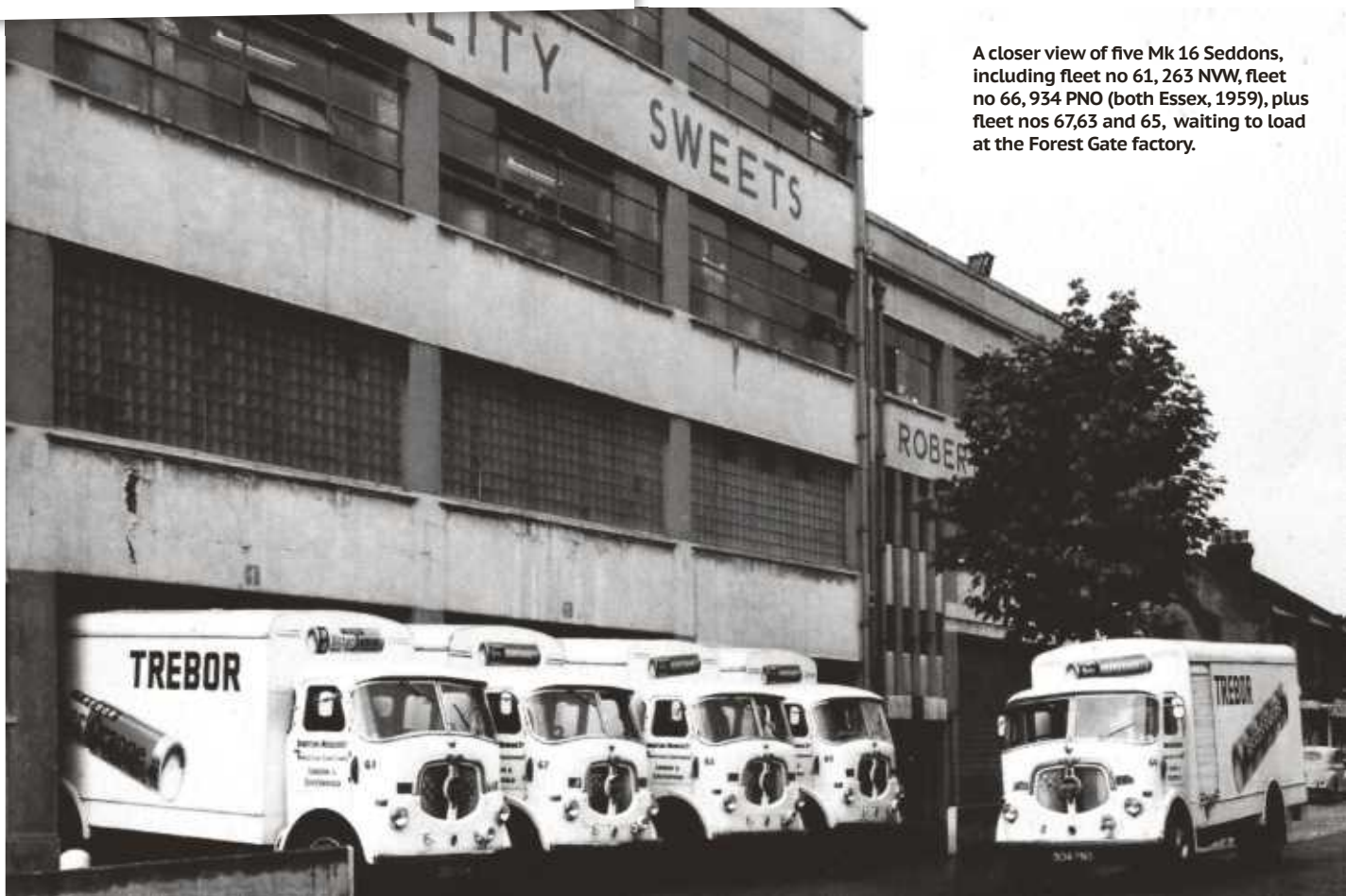
A Seddon Mk 5 box van being loaded by crane at Larne Docks, for the return trip.



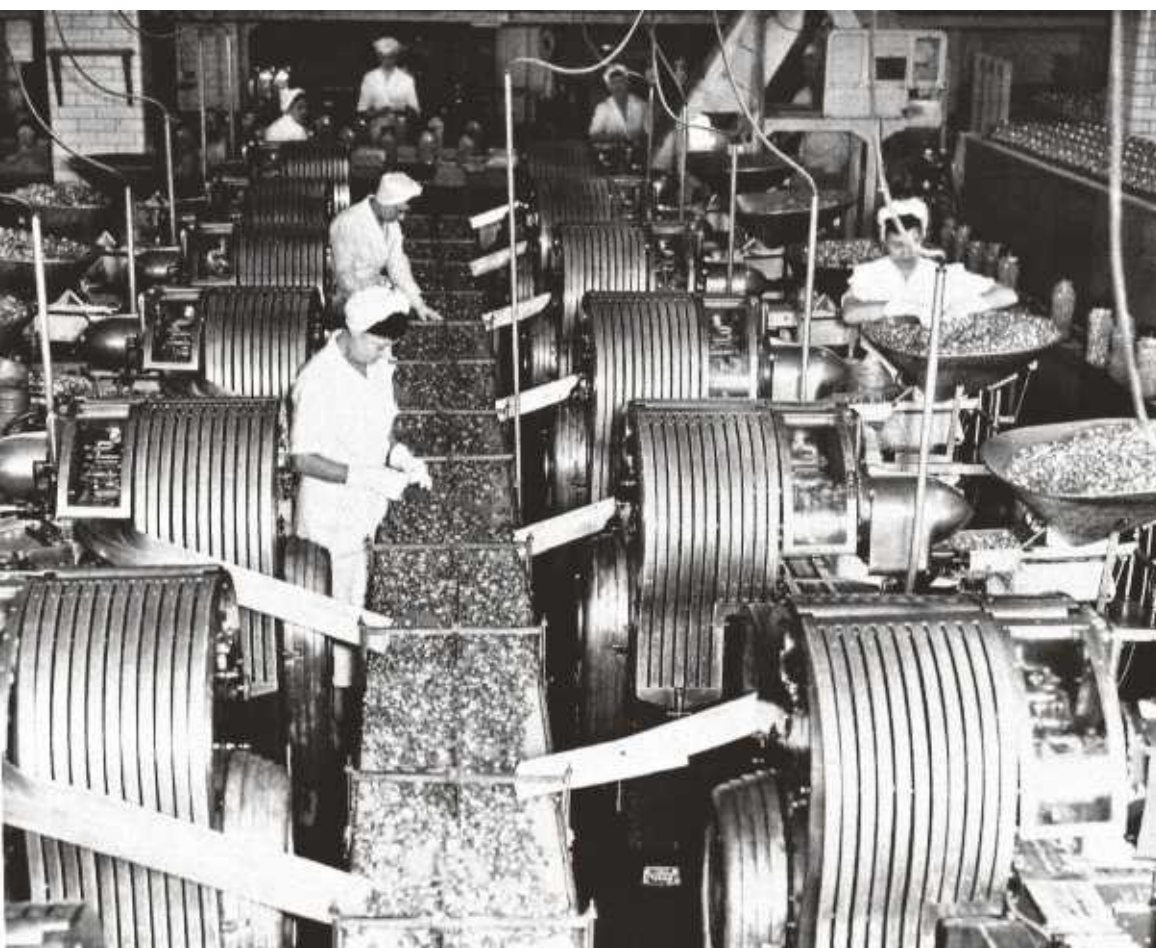
Above: Three Seddons, including fleet no 29, are seen at the loading bay at the Chesterfield factory.

Right: Two Dodges and two Seddons lined-up at the loading bay of the Forest Gate factory.

Below: Cartons of sweets are transferred from trolleys to box vans, including fleet nos 7 and 17, at the loading bay of the London warehouse in 1956.



A closer view of five Mk 16 Seddons, including fleet no 61, 263 NVW, fleet no 66, 934 PNO (both Essex, 1959), plus fleet nos 67, 63 and 65, waiting to load at the Forest Gate factory.

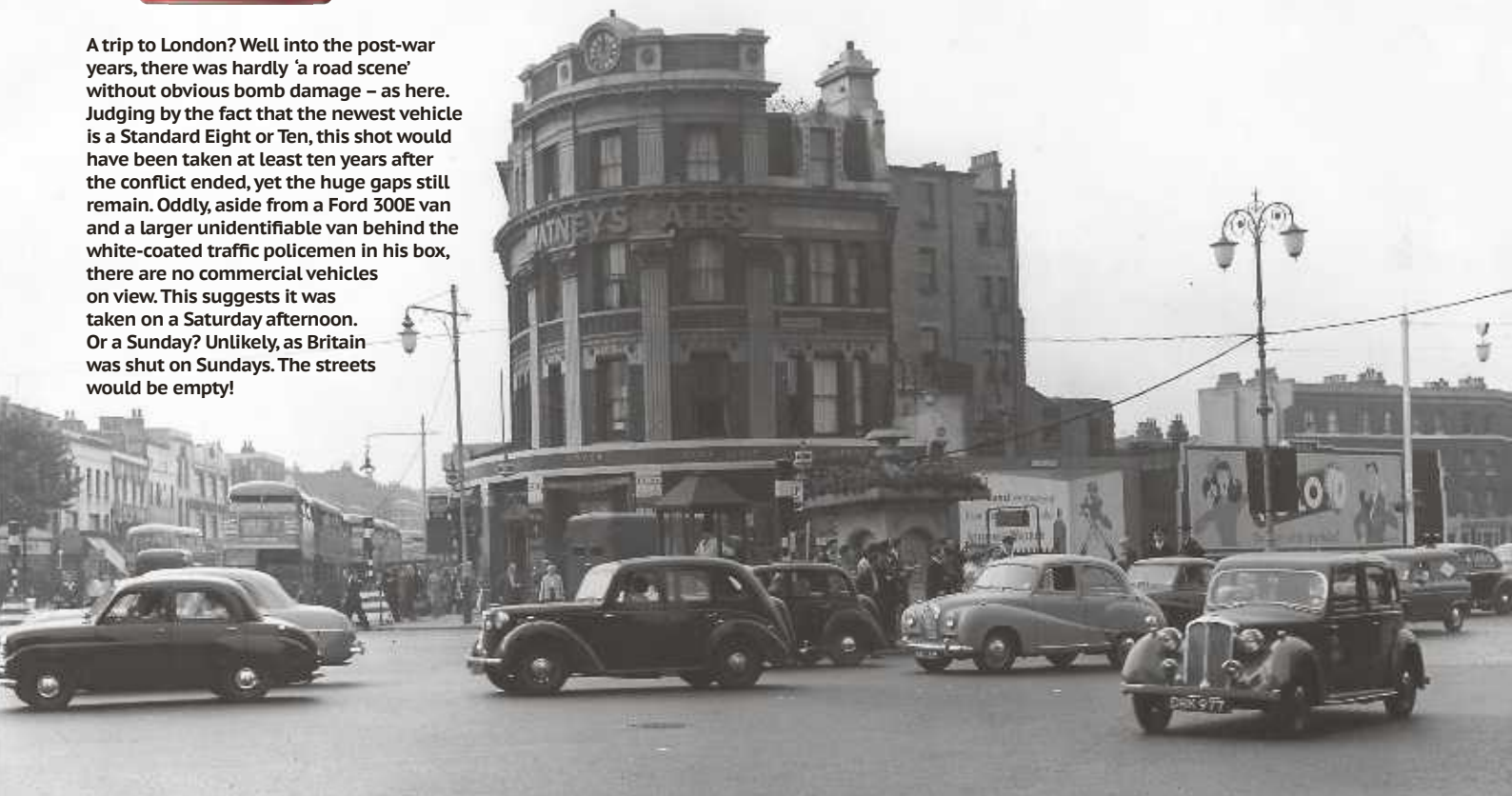


Top: Loading another box van in the fleet, no 9, using a Yale fork-lift truck, from the export warehouse. The wooden packing cases are labelled for Penang, Malaysia; Calabah, Australia; Port Harcourt, Nigeria; St John's, Newfoundland; Takoradi, Ghana and Colombo, Sri Lanka.

Above: A view inside a mobile showroom, based on one of the box vans in the fleet.

Left: A shot inside the Trebor factory, with the ladies sorting the sweets as they come out of the machines.

A trip to London? Well into the post-war years, there was hardly 'a road scene' without obvious bomb damage – as here. Judging by the fact that the newest vehicle is a Standard Eight or Ten, this shot would have been taken at least ten years after the conflict ended, yet the huge gaps still remain. Oddly, aside from a Ford 300E van and a larger unidentifiable van behind the white-coated traffic policemen in his box, there are no commercial vehicles on view. This suggests it was taken on a Saturday afternoon. Or a Sunday? Unlikely, as Britain was shut on Sundays. The streets would be empty!



LOOKING BACK. IN ANGER, OR REGRET?

*It's the start of a New Year. We're all a year older. And, as usual this time of year, it's time to make 'resolutions.' What are yours? You haven't made any yet? **Malcolm Bates** offers some timely suggestions. You might not agree with them, but if we can't face the difficult questions at this time of year, when can we?*

I went to visit my old mate Phil the other day. When I say 'old', I mean a I've known him for many years, rather than 'old' as in his actual age. In fact, he's much younger than me, but shares my passion for anything interesting on wheels. Phil is one of the best vehicle coach-trimmers in the land, without being 'up himself', or unduly expensive. (I'll need to check in my new 2017 edition of the Kelsey 'Journalist's Guide to Non-acceptable Language' to see if that expression is still allowed.)

Phil had a shocked look about him. Like he'd seen a ghost. "I went over to see old Eric the other day," he explained. "He's got Alzheimer's." I didn't really know 'Old Eric' personally, you understand. But he used to work with a guy called Ernie Becker, who was, without doubt, the finest coach-trimmer in the land. He worked at Aston Martin in Newport Pagnell and trimmed most of the show cars for Ogle Design in the 1970s.

Of more significance to readers of Vintage Roadscene, he trimmed all of the SPV range of lorry cabs on the vehicles on the Shelvoke



Above: Part of his past. Although from Kent rather than London, young Malcolm was a regular visitor to 'The Smoke' during a time when 'London Smogs' were common and The Docks were still at the heart of Great Britain's global trade. This publicity shot from the Port of London Authority shows 'The Pool of London', looking upstream to Tower Bridge, with St Paul's Cathedral in the distance.

Right: Sadly, the detail on this PLA press release shot of Millwall Docks doesn't enable us to identify many vehicles, but it does show how the docks were being redeveloped following German bombing during the war. We can see a pair of dropside Bedford S Types, a TK and what could be a 10 ton Guy (or Thornycroft?) BRS Parcels tractor unit and trailer and what looks like a Silver Roadways tin-front AEC rigid, just above the funnel of the cargo ship in the foreground. On the left is what looks like a brand new JCB '3C' backhoe loader on the dockside awaiting to be exported.



Left: Visits to 'The Docks' were always sure to result in the sight of odd or exotic lorries. Union Cartage built many of its own ballast box tractors, to pull the huge numbers of drawbar trailers that only ever seemed to be seen on roads around the docks. This preserved Scammell and trailer gives a reasonable impression of what things were like back in the 1950s and '60s, except for one thing - it's far too clean and tidy!

& Drewry stand at the very first commercial vehicle exhibition to be held at the NEC in 1978 which, of course, was sadly also the last time Shelvoke & Drewry ever exhibited there. And when I say "on the stand..." I mean they really were finished off overnight and very early on the morning of the show opening, thanks to a labour relations row back at the factory, created by heavy-handed senior management. On the eve of the most important chapter in the company's history since 1945? Yep. Perfect timing, eh?

Anyway, Eric knew Ernie. I knew Ernie. And obviously Phil (who didn't know Ernie, but who has heard all the legendary stories about him from another one of his coach-trimmer mates) was clearly upset. "Do you know what gets me?" Phil asked, "I only called by to see him on the off-chance, because I was passing. When I arrived at his workshop, I found his son was throwing the contents in a skip." The symbolism couldn't be clearer: here was someone's life's work (or at least the tools and materials used in that life) just being thrown away. What was priceless to one generation, is worthless to another. Luckily - which I hope will prevent you getting too depressed, so early on - Phil managed to salvage most of the contents from the skip before the skip-lorry turned up. What sort of lorry? Look, it doesn't matter, that's not really central to the story.

My point is that just about everyone reading 'Vintage Roadscene' is likely to have

either a real classic commercial vehicle or two, or if not, models, photos or memorabilia relating to them. 'Likely', because if that is not the case, you're obviously reading the wrong magazine aren't you? 'Carp World Monthly' is on the next shelf down.

So have you listed everything you own? Given anyone else the details of where all your treasured possessions are located? How much things might be worth? I'm guessing that's three "nos" then? So how will any of your friends and family know what to do with it all, should anything untimely happen to you?

True, 'property' - vehicles, models, brochures, tools and workshop equipment - however priceless, is just stuff. But it's stuff that shouldn't be thrown in a skip and lost for ever, surely? After all, how ironic would it be if something we may have saved because of some historic significance 20, 30 or more years ago, ends up being lost forever, as a result of some unforeseen event on the part of its saviour today?

Besides, there's another point here; surely throwing away the property of a loved one is... Well, disrespectful isn't it? Wouldn't our family and friends want to do their best to honour our wishes? To do that, they will need to know what our wishes are? So we need to make a resolution to tell people what we want. Have I done that? Well, no I haven't, as yet. But I really should. And so should you.

LOCKED AWAY

But what about our memories? Time and



Above: A Free Ride. The clue is in the name. 'The Woolwich Free Ferry' has confounded politicians and London mayors in recent decades who have (a) tried to 'rebrand' it as something nearer to their own political ideology (Ken Livingstone), or (b) have attempted to run down the service in the hope of closure or that crossing charges might be justified (every right-wing administration since). But once it was a vital link for workers living on the south bank and working in Docklands. Remarkably, it was also a vital link joining the South and North Circular roads. The current diesel ferries, like 'Ernest Bevin', have a clear drive-on-drive off layout, but earlier generations had to accommodate paddle wheels and funnels in the superstructure - and avoid constant river traffic.

Right: Dereliction and Yuppyfication! Get rid of the industry and the local working people and what do you have? The plan was for an eastward extension of 'The City', with opportunities for up-and-coming City traders. Several decades on, it's clear that idea hasn't resulted in regeneration. Here is the famous Tate & Lyle Plaistow Wharf, with a once proud office block in the then modern 1930s concrete style. The developer's sign suggests this is an ideal 'multi-use 18 acre development site'.

Below: Tate & Lyle's transport arm was Silver Roadways. What is it about silver? Silver Star Motor Services on Salisbury Plain was a legend amongst eager young bus spotters in a sea of drab nationalisation. Likewise the silver Fodens and, as here, an early Seddon of Silver Roadways stood out in a grey post-war London roadscene.



time again, Editor Mike and I hear that a well-known 'face' from the transport world, who always had a load of great stories to tell about 'The Old Days', has passed away. Someone who had direct personal experience of what it was like to drive lorries

before the war... During the blackout... Or the Suez crisis... Or when British lorries were exported around the world... Or when snow drifts were ten feet deep over Shap...Take your pick.

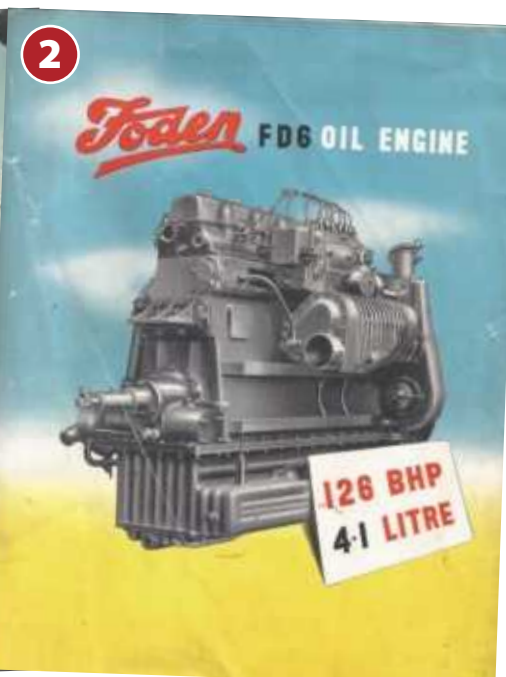
With their passing, all the history they had

locked-up in their memory banks passed with them to the grave. But d'you know the worst thing? Typically, as soon as anyone suggested they jot down some of the events in their life, so others who had never had the chance to meet them might share in those memories, they would either clam-up – especially if a journalist pulled out a note pad, or tape recorder – or unconvincingly suggest that yes, one day, they would formally write-up their memoirs. "One Day."

Of course, some might feel that the prospect of writing-up your personal history is a bit like writing your own obituary. Or be put off from doing so, thinking it takes special skill to write down what is already in your head. True, banging-out 5000 words a day every day of the week takes some doing. But that's what has to be done to earn anything like a living wage as a journalist or

Right 1: Organisations like BRS, British Railways and the PLA weren't the only names on our Malcolm's photograph and brochure begging hit list: all the vehicle manufacturers got at least one letter a year for several years. Foden and ERF were especially generous and even put Malcolm on the mailing list for 'Foden News' and 'Chassis', the ERF house journal. The very first item in his fledgling archive was a dog-eared 1956 copy of 'The Leyland Journal' and regular issues continued to arrive in plain brown envelopes at 3, Orchard Villas, until well into the 1960s, alongside AEC Gazette - as here, 'Rangeability' - the Atkinson house journal - and 'Tyre News' - the Michelin house newspaper.

2: When looking back, don't forget the other senses! Try to remember both the noises and smells of transport in times past, not just the visual 'sights'. Here's an easy example - the noise made by a Foden Two-Stroke diesel engine. When today's Euro 6 trucks make next to no sound, how would describe the mellow yowl of a Foden? And why did it sound less harsh than a TS3 Commer?





Left: This Albion six-wheeler was previously in the Reeds Paper Group fleet and clearly hasn't moved far from its original home in this picture. It was taken by our Malcolm at a funfair on the East Malling recreation ground in the 1960s. Just think, at that very moment, miles away in North London, a younger Arthur Ingram was doing exactly the same thing. With rather better end-results!

author. To be frank, telling the story of your working life in the transport industry (or whatever) isn't going to form the basis of a potential new block-buster film. Chances are, most people's life in transport isn't going to form the script of 'Hell Drivers 3, The Commer Commando Years.' But it may well contain some stories that the rest of us might find fascinating.

"Do you know the worst thing?" Phil asked. "That old guy had more skill in his little finger than most trimmers today have in their entire body. Look at this," he gestures, holding up an odd-looking metal bracket on his workbench. "He even designed and built this special tool for stitching a new leather cover onto car steering wheels so he could use both hands." (Stitching on a new leather rim to a steering wheel involves a cross-stitch requiring two needles). "The tragedy is, in a few months time, he won't even be able to remember he was once a trimmer, yet alone how to pass on his skills. His whole life was in that skip."

MAKE YOUR OWN RESOLUTION NOW

Me? I've been thinking about what Phil said. I've got 'stuff' all over the place. But I'm always so busy trying to do four jobs at once,

Right: Outside 3, Orchard Villas, East Malling, the young Bobby Anscombe parked his ageing Austin 30cwt coal lorry, much like this one. His Dad Fred ran the local coal merchants and, like Malcolm, kept racing pigeons. Bobby soon got fed up with coal deliveries and turned to general haulage – initially using an old BMC 4-tonner that his Dad was pensioning off! A decade or so later, the light blue fleet of Anscombe's Atkinson artics was one of the largest in Kent.

I don't have time to stop and think about 'the future.' Let alone the past. If anything happened to me – and to be honest, based on the pace of my lifestyle, it's a wonder it hasn't already – or just as bad, I lost the ability to communicate my wishes, what would happen to all my stuff? Have I covered all the bases? Nope. But wait, it gets worse.

These days, I write for a living. In a previous life, I was a public relations manager at Shelvoke & Drewry, but was also responsible for helping to promote Isringhausen seats, Tidd Trailers, Dunlop truck tyres and various other transport-related projects during that part of my life. 'Communication' is at the heart of everything I do. Have I ever formally written my 'Life Story'? No, of course I haven't. Clearly, whether you might want to hear about my life is another matter, but my

point is, unless our life history in transport is written down somewhere (or 'posted' on some social media site if you really insist), nobody will ever have that option will they?

So I guess the next question we need to consider is how do we go about it? Do we waste hours, days even, trying to come up with some chronological sequence of events? Nah. Forget that. A list of one-liners is a good enough start. Finding some old photographs is always a good memory-jerker.

But don't write-off 'smell'. Like the whiff of wet ropes and tarpaulin rolled-up on the mate's side of a lorry cab. Mixed with the smell of hot oil from an overworked lorry engine after climbing 'a bank'. It's something you might have forgotten – until you're reminded. And what about 'sound'? The whine of a bus gearbox. The hiss from trolleybus wires. That characteristic tick-over from something like a Leyland Comet or Thames Trader. See what I'm getting at? Memories cover a whole load of senses.

DON'T FORGET SOUND AND SMELL-A-VISION

One of my most evocative memories was the misfiring, caused by a petrol-starved Autovac on Xzit GB Limited's Thornycroft 'Sturdy Star', after climbing the gentlest of hills during my summer school holiday trips with my dad, aged around seven. Did that make me grow up to be anxious about lack of power and, as such, make me attracted to large powerful engines? Maybe. Then there was the sheer



Right: The Great Escape. This wasn't the Maidstone & District double-decker schoolboy Malcolm traveled on one afternoon to Sittingbourne on a mass fourth year class bunk-off mission, in order to get a tattoo, visit a record shop and hang-out in a frothy coffee bar. But it's close in terms of 'era' and, of course, shared the same route over this then new lift-bridge over to the Isle of Sheppy. This picture shows an M&D Atlantean prior to the opening of the combined road/rail bridge (the railway is on the right), surely one of the last combined road/rail bridges to have been constructed in Britain?

exhilaration of speed when 'Aberdeen Overdrive' was engaged going down the other side! Dangerous? Yes. Illegal? Of course. But how else could you reach 50mph in a lorry in 1950s Britain?

'Speed' brings a more recent memory to mind; driving a brand new fully-laden Renault Magnum artic around Milbrook test track as a journalist on 'Fleet News' magazine (now defunct) and discovering just how much braking force was needed to scrub off enough speed in order to take the exit ramp. The answer? A lot. Or discovering how to drive a fire engine with automatic transmission very fast, without it tipping over on corners like the Magnum almost certainly would have done had I been going much faster!

In case you're interested, the answer to that one was to drive like a rally driver, with one foot on the throttle, the other poised above the footbrake, ready to 'feather' the speed off, without altering the dynamic balance of the vehicle – and more to the point, without creating a surge of water in the water tank.

Keep the power on and it could be 'four-wheel-drifted' around a corner. Hesitate or change your mind, and over it would go, with very expensive results – as the London Fire Brigade and many others were to discover.



Above: Back in the 1960s, the name of Alan Firmin was a password for a 'smart' fleet. His dark blue AECs and Fodens were a regular site on the A20 taking Kent-grown produce up to London markets, jostling with the apple green and red Atkinsons of J C Wells, from Wrotham Heath, and the dark green Fodens of Reed Paper Group. In between were the less well-cared-for 'Parrot Nose' Dodge parcels vans of S E Thomas & Son, the cherry red Bedfords of 'SPD' ('What does SPD stand for, Dad?' 'Speedy Prompt Deliveries, he lied) and the Commer two-stroke cement tanker 'flying machines' of Snodland-based Rugby Cement. Once he had saved up for a suitable bike, our Malcolm pedalled all the way to Marden to draw this very lorry as well as AF 1, the Foden rigid eight-wheeler, which was even then, something of a rarity.



A LIFE REVISITED

Sometimes it helps to revisit old haunts – places you knew in the days gone by. There are several I hold dear – some, like Brooklands in ruins (I'm interested in old cars too), Sandtoft Trolleybus Museum (where I drove the actual Maidstone Corporation trolleybus I used to travel to school on), the Woolwich Ferry (the best free ride in Britain and just about the only thing that is free in London these days!) and the original Blackwall Tunnel (I remember it when it was two-way traffic).

Others I find too painful to revisit, like the London Docks. Today an urban wasteland, it is, like desolated coal mining communities and foreign-owned steel works, the lasting legacy of the Thatcher Government. Old photographs don't even begin to portray the noise, the smells and the sights of Docklands, back in the days before it became a film set for 'The Professionals.' You needed to be there. Or at least talk with someone who was.

The fearsome-looking dock policeman in his little hut at the gate. The long lines of lorries waiting to 'tip'. The cranes soaring overhead. The glimpse of a railway shunter and some trucks weaving in and out of the sheds. Ships from all over the world. The chance to visit a teeming 'caff' on the dock road, on the way home. And maybe egg and chips, or one of those square Lyons Fruit Pies as a special treat. Now? All gone – with only

Right: Another 'bus' with a Bates connection? As a schoolboy, young Malcolm often travelled down to Maidstone town centre to hang out in the Granada cinema coffee bar, after school. Across the road was the main bus station, from where route numbers 20 (Gillingham via Snodland), 25, (Maidstone to Borough Green), or 9 (Maidstone to Sevenoaks) would depart - all passing through East and West Malling. Around the one-way system leading down Gabriel's Hill from the High Street, was Knightrider Street, the location of the main bus garage. And parked right at the back of the garage was... 'The Knightrider'. No, not 'Kit', the stupid talking car as driven by the what's-his-face on telly, but the Commer-based 'special saloon'; NKN 650. Amazingly, this piece of history from Malcolm's past, like three former Maidstone Corporation trolleybuses, has survived.



Above: End of an era. On the right is the course of the old A1. On the left, out of shot, is the current dual carriageway. That it's only accessible from a junction some way north behind the Renault artic, made it impossible to reach unless you knew it was there. It wasn't accessible from the northbound carriageway either, so it's amazing it lasted so long. Alas, as with so many others around the country, this historic 'Caff' is no longer a 'good pull-up for carmen.' Do you have fond memories (or otherwise!) of transport cafés? We'd love to hear your stories.

a few original buildings standing forlorn, stripped of their original purpose. How will youngsters of 'the future' ever 'get' what the place was for?

GETTING THE WHOLE PICTURE

Maybe we don't need to get too heavy about these things. But it's surely important to record the whole social and economic picture that helped in the creation of a specific 'vintage roadscene'. The trolleybus (because people didn't have their own car, or if they did, couldn't afford to use it everyday; the coal lorry (because they didn't have central heating); the Railway delivery van (because most 'parcels and smalls' came either by rail, if not via the Post Office). We just don't see motor-cycles and sidecars as 'family transport' these days. And the whole mix of 'A', 'B' and 'C'-licensed lorries - along with the rigid limitations under which they had to be operated - is but a distant memory to most. Why was it so rigid? To provide comfy office jobs for ex-military upper ranks (most traffic commissioners seemed to be

former Majors or Colonels)? Or to protect the railway monopoly? Or a bit of both?

As a young kid, growing up in rural Kent, I didn't know the answers, but visits by the red and blue ERFs operated by Davey of Stoke -on-Trent, or the rather less-than-smart Leylands of BRS, confirmed that most of the loads from Xzit (GB) Limited (my Dad's employer situated just over our garden fence), were better trusted to outside hauliers than the C-licensed Thornycroft, or later, the new 4 ton Commer boxvan built by Gatward's of Maidstone. On other occasions, Xzit's own transport delivered drums, cans and crates full of refractory coatings for heavy industrial and marine use, to the depot of another transport company for transit to a distant port or factory. There were lots of transport operators around Tooley Street near London Bridge. Then there was the huge BRS depot out at Hackney. Somewhere in-between was the cramped bombsite depot, shared by several of the recently-formed post-denationalisation Scottish road hauliers. These included the colourful

eight-wheelers of Pollock, Munro and Russell of Bathgate, and used the deck of a long-off-the-road lorry as a loading bank, on which to manhandle cans and 40-gallon drums for overnight trunking 'up north'. It was muddy, noisy and potentially dangerous.

I always wanted to go with them, of course. Travelling through the night. Stopping for a cuppa every few hours, to offset the cold. It wasn't possible, of course. Although some while later, my Dad did take us from Kent to John-O-Groats in his sidevalve Ford 'Y-Type', to visit my uncle, who was a boffin at the nuclear power station near-by, with grudging detours, to enable me to look at trolleybuses in places like Walsall, Wolverhampton and Glasgow, en route.

Yeah, Britain really was in 'The White Heat of Technology' back then. The contrast? A few weeks back, I drove a van from Bedfordshire to Perth, loaded and drove back south to Stirling in one go, getting back to Bedfordshire at lunchtime on the second day. In the 1950s? That same trip would have taken at least three days!

CONCLUSION

The bottom line? We all have memories of 'the vintage roadscene.' Some good. Some bad. Some people like Fords. I might not. It doesn't matter. We can like different things and still share in our experiences. Except we won't be able to do that if we don't all make an effort to write them down now.

While we still can.

*** Malcolm raises some important issues in his article. He's given us some ideas. So we'd love to read your top ten most vivid memories of the vehicles you saw, or drove. Or the memorable journeys you made in years past? How far in 'the past'? Well, for the time being, let's say up to 1979 shall we?**

Send them in by e-mail or letter and we'll make a start by helping you share them with our readers - Ed.

Roadworks

Mike Forbes has found some great pictures of road-building in progress in the Chris Hodge 'Stilltime' Collection.



Above: The gaffer looks on as LAD-cabbed Leyland Comet, 2404 DG (Gloucestershire, 1963), tips its load of tarmac into the hopper of the paver, which pushes the lorry along as it slowly moved forward, laying down a smooth covering of tarmac, ready to be rolled flat and compacted. The grubby tarpaulin which covered the load to help keep it warm on the way to the site can be seen rolled up on the off-side rear mudguard. (CHC abh119)

Frustrating, of course, when you are held up in traffic because of roadworks closing off part of the road. But at the same time fascinating. I can remember in my often misspent youth watching for hours, as workmen, with their ingenious machines, laid down the 'black stuff' and rolled it flat, or spread tar and rolled chippings into it. The fact that tipper lorries were involved might have had something to do with it.

We might feel differently now, but I can remember when 'Temporary Road Surface' signs often meant there was already an improvement of the previous state of the road, with smooth new asphalt or tarmac replacing the bumpy old stuff. Back in the early 1960s, many roads were being rebuilt, to cope with the huge increase in traffic.

Never mind about the new motorways, many 'A' roads were being widened – even dualled in some cases – and straightened, often leaving the sharply curved old roads as lay-bys. Was this to let us know just how lucky we were to have all these improvements?

Finding the sequence of pictures of Gloucestershire Highways Cotswold Division Maintenance Section renewing a stretch of road brings it all back. Not that the job is done very differently these days. The difference would mainly be in terms of the size of the vehicles. Now the tippers would all be eight-wheelers, while these pictures show a sort of transitional period, where bigger four-wheelers are taking over from the more typical local authority Bedford five-tonners and the like.

Diesel rollers had finally taken over from

steam, which had made a bit of a 'last stand' through the 1950s in many places on rolling duties. Most of the other machinery is little different from today. The tarmac 'paver' machine of today – I've just found out the French call it a 'poseur de noir' (translated as 'layer of black' – really) – would be totally recognisable to a road worker of the 1960s.

One big difference today is courtesy of our friends at 'Elf n Safety' – hard hats, reflective jackets and even trousers, organised convoys to reduce the speed of passing traffic – but these guys do deserve to be safe while they are doing a pretty dirty and difficult job, and out in all weathers, although our pictures all seem to be taken on a lovely sunny day. Imagine the sounds and even the smells which go with the pictures – you could almost be there...



Above: The Leyland Comet is seen from the other side, as the 'black stuff' goes down. The lorry appears to have the fittings at the front for snow-ploughing duties in the winter. One of the workmen looks as if he is wearing a fluorescent waistcoat, very modern. (CHC abh125)



Above: A view from the rear, showing more detail of the paver, registered MAD 467 (Gloucestershire, 1952). There are no badges to be seen, but I think it would be a Barber-Greene or Blaw-Knox. A second Leyland Comet tipper, 2401 DG, can also be seen, waiting its turn at the hopper. (CHC abh120)

Right: This time we can see the Aveling Barford diesel roller, 3425 AD (Gloucestershire, 1960), rolling the new tarmac, to smooth and compact it, after it has been laid by the paver. (CHC abh123)



Right: This has obviously been quite a major rebuild and widening of this section of road, as the subgrade is being renewed and extended. The 1963 Foden S24 eight-wheeled tipper, 3769 DG, looks even newer than the Leyland Comets, so these pictures could have been taken to show off Gloucestershire Highways' latest vehicles. It has just delivered a load of ballast, which the back-hoe loader, 4696 AD, is spreading, as an Austin A35 and a Vauxhall via pass in the background. (CHC abh132)



Above 1: The Foden is seen leaving the site, passing an excavator, a Morris J2 pick-up and the manager's Austin or Morris 1100, with a Bedford TK coming down the hill in the distance. (CHC abh127) **2:** A closer view of the excavator, a 1956-registered Priestman rope-operated face shovel, SAD 20. Judging by the 'Heavy Plant Operator' lettering on the van, the operator appears to have the Morris Minor – or more correctly 'LCV' – TDD 70, a 1957 Series III, still with the small rear windows and single rear lights (see David Hayward's article in Vintage Roadscene, March 2011), to travel to sites. On the right is a normal control Leyland Comet, 9638 AD. (CHC abh129) **3:** A closer look at the Comet, surprisingly, its registration dates from 1960, very late for this model. Like the LAD-cabbed vehicle, it is equipped to carry a snow-plough, with an extra spotlight on the roof. Coming down the hill in the distance is a double-deck Crossley DD42, judging from those front mudguards – must have been a local 'independent' – and a Morris Minor saloon. (CHC abh130) **4:** Another close-up, this time of the Morris J2 half-canopy pick-up. 6546 AD, dating from 1960, has the early-style Morris grille, with some pheasant feathers poked in the top. The workman is disappearing into the corrugated iron 'bothy' at the rear. (CHC abh128)



Above: Gloucestershire did not skimp on vehicles for its Highways Department. They included this Scammell Highwayman, 8687 DF (Gloucestershire, 1962), and matching low-loader, which would be used to deliver the paver or, as here, a Priestman Cub excavator, UDD 12 (Gloucestershire, 1957), loaded with its tracks cross-wise on the trailer bed. With the new road surface in the foreground, passing are a Ford Zephyr 6 Mk 3, DDG 610C, locally registered in 1965, which dates the pictures, as well as an army Humber 'Pig' armoured can and two Land Rovers. (CHC abh122)



Above right and below: Front and rear views of the Leyland Comet, 2404 DG, showing that it was fitted with 'three-way' tipping gear, here being demonstrated, tipping to the right. The rear view is particularly interesting, as this is something we rarely see. The brackets for the body to tip to the left or rear can be seen on the chassis outriggers and beneath the body. In the background of the front view we can also see, left to right, the Morris LCV van, a 1965 LAD-cabbed Dodge 300 Series, DAD 366C, of a contractor and another vehicle, behind the man with the 'Stop-Go' board, waiting their turn at the paver, where the other GCC Highways Comet it tipping, and on the other side of the road, a water tanker, presumably to supply the roller. (CHC abh134/5)





Above: The Foden S18-cabbed four-wheeled tankers of South Western Tar Distilleries, of Totton, Southampton, like KAA 823 of 1951, could be fitted with a spray-bar at the rear, to spread the tar, ready for the chippings to be dropped from the attachment on the rear of the tipper, here a Morris-commercial FV 5 cubic yarder of Dorset County Council. (CHC aaa650)



Above: Bristol & West Tar Distillers' Bedford 'S' Type tanker, PAE 828 of 1952, is seen in action, spreading tar, ready for chippings to be laid. The donkey engine behind the cab drives the pump, controlled by the jockey wheel beneath. A pretty unpleasant job for the man of the back... (CHC ab1521)



Left: The Foden spreads tar over half the road, ready for the tipper to drop the chippings onto it, while the Council's roller presses the chippings already spread into the surface of the tar on the other side of the road. Underneath the platform for the attendant during the spraying operation was a set of 16 nozzles, spaced 6 inches apart, enclosed by a fabric valance, reaching almost to the ground, to avoid splashing. (CHC aaa652)



Above: The next few pictures were taken for Commercial Motor of Thames Trader Mk I 138 inch wheelbase tippers, from the Tarmac Roadstone Ltd Wolverhampton depot. They were among a selection used to illustrate an article by a reader who worked at Tarmac's Corby depot, in the October 2009 issue. Here on a country road, fleet no 4/195, 5157 RE, Staffordshire, 1959), discharges 'coated material' – asphalt or tarmac – into the hopper of a Blaw Knox paver, SWP 241, with lettering seen in another shot suggesting Worcestershire County Council ownership, as the tandem roller waits in the background. Bib-and-brace overalls and cloth caps, no high-viz. (CHC aax938)



Above 1: A view from the rear, as the empty Trader pulls away. The crew trim the newly-laid asphalt with shovels. Another tipper, WOA 665 (Birmingham, 1958), possibly a BMC, waits to back down onto the paver's hopper. **2:** A posed shot of in the Tarmac Roadstone yard, of a BMC (Austin or Morris) FFK140, fleet no 5/253, with a double dropside wooden-bodied tipper body, with a Blaw Knox paver. **3:** This shot shows loading from a stockpile, with a 'Loadascreen' elevator. Three Mk I Trader four-wheelers, including diesel-powered LBF 781 (Staffordshire, 1961), await loading, along with just seen loaded Boyes six-wheeled conversion, 895 VRF (Staffs, 1958). The superannuated Thames ET6 has probably been demoted to yard work and is placed to catch the 'dross' from the vibrating screen, while there is an early Bedford TA tipper at the top. (CHC aax941) **4:** Another Trader tipper, fleet no 4/119, 8119 E (Staffs, 1958-9), is under the storage hopper to receive its load of coated roadstone, with a Muir-Hill loader in the background.

Below: Fleet no L33 was a Leyland Hippo, XRI 261 (Dublin, late 1955), showing off its three-way tipping gear. Unlike some in those days, this company did not stint on heavy-duty tyres for its vehicles. (CHC aax963)



Above: There are some heavyweights in the sector, most likely engaged on delivery of the raw materials for tarmac to batching plants. Roadstone is now the abbreviated fleetname of Cement Roadstone Holdings (CRH), with headquarters near Dublin in the Republic of Ireland, a merger of Cement Ltd, established in 1936 and Roadstone Ltd, established in 1949.

Here the company's Leyland Octopus, fleet no L18, LRI 62 (Dublin, early 1955), is seen at the depot, with its heavy-duty tipper body raised. (CHC aax962)



Above 1: Here is a Foden DG eight-wheeled tipper, fleet no F12, ZD 8337 (Dublin, late 1940s). It looks as if it has had a hard life, and has received a new driver's door at some time, judging from the rather rudimentary window. (CHC aax964) **2:** An AEC Mammoth Major 8 tipper this time, outside the company headquarters, Roadstone's fleet no A1, ZL 7751 (Dublin, early 1950s), which looks older thanks to the style of its cab. (CHC aax965) **3:** Another 1955 Leyland Hippo, Roadstone's fleet no L35, TRI 834, this time with a bitumen tank, pulling a tank trailer, TT1, quite an outfit – what would the gross train weight have been fully loaded? (CHC aax971) **4:** Before we go, although the trailer is lettered for the housing department, and the 1959 Karrier Bantam dropside carries Burnley Corporation Transport Department signwriting, HHG 256 is typical of the type of vehicle which would be seen, like the little tar boiler on the left, at roadworks in town or country, during the 1950s and '60s. (CHC aau127)

50 Years Since Weymann Closed

Part two

*It has been 50 years since the closure of the Weymann bodybuilding company. In the last two issues, **Malcolm Wright** offered a brief history and showed a representative selection of 50 nostalgic photographs showing vehicles bodied by the company. This time, we have a list of Weymann-bodied passenger vehicles preserved.*



Above: A well-known Weymann-bodied bus in preservation for many years, FUF 63 is an AEC Regent 1 0661, with a H30/26R body, delivered in 1939 to Brighton Corporation, which also had similarly-bodied trolleybuses, served the Royal Navy during the war, and was preserved by Michael Dryhurst in 1965, spending the next 30 years with him in California, but is now back home and seen at rallies, like the 2015 HCVS London-Brighton Run (all Mike Forbes, unless otherwise acknowledged).

Charles Terres Weymann started designing and making motor vehicle body parts during the early 1920s, in particular, a fabric-covered car body, soon adapted for passenger vehicles. He formed Weymann Motor Bodies (1925) Ltd, and soon after acquired the Cunard Motor & Carriage Co Ltd and moved into its premises at Putney.

Immediately successful, he added a new factory in Indianapolis, building bodies using the Weymann method for American cars. Back in the UK, the Putney site was outgrown and a five acre site was purchased at Addlestone in Surrey, where the company soon began constructing bus bodies. From 1931, double-deckers were added, Charles

Weymann resigned and new company was formed, when Weymann Motor Bodies (1925) Ltd joined with Birmingham based Metropolitan-Cammell Carriage Wagon & Finance Co Ltd in 1932, to form a new sales company under the name of Metropolitan-Cammell Weymann Motor Bodies Ltd.

From then on, MCW as it became known, handled the sales of all the passenger vehicle bodies produced by both companies, from its new sales office in Broadway, Westminster, London. Designs and knowledge were shared, leading to the first metal-framed Weymann bus bodies by 1933.

Weymann built and supplied bus bodywork on many different chassis over the years, to London Transport and many

other bus companies, from municipalities to independent fleet operators. Utility bodies were constructed during World War II, followed by some classic designs in the early post-war years, including some RTs for the capital, then versions of MCW designs, like the 'Orion', known as the Weymann 'Aurora'. Maidstone & District was a regular purchaser of Weymann-bodied vehicles, as these pictures show.

No doubt, the costs of production in a factory in the Home Counties contributed to the decision to close the company, with production transferred to the MCCW plant at Elmdon, Birmingham. Weymann bodywork is still, however, held in high regard by many bus enthusiasts. The list of vehicles preserved bears this out.

PRESERVED WEYMANN VEHICLES

Reg No	Vehicle Type	Date	Former Operator	Current Owners
EN 9965	Leyland Titan PD2/4	01.50	Bury	Mitchell, Manchester
GN 8242	AEC Regal (rebodied 3/35)	01.31	London Transport	London Bus Preservation Trust
GW 713	Gilford 1680T	12.31	Valiant Ealing	Marshall, New Haw
HE 6762	Leyland Tiger TS7 (reb 4/50)	04.35	Yorkshire Traction	South Yorkshire Transport Museum
JX 9106	AEC Regal 1	08.46	Hebble	Hudson, Bradford
KY 9106	AEC Regent	02.35	Bradford 046	Keighley Bus Museum Trust
OD 5868	Leyland Lion LT5	05.33	Devon General	Shears, Winkleigh
BEN 177	AEC Regent 3	10.52	Bury 177	Stubbins, Penrith
CDB 206	Bristol L5G	04.50	North Western	Quantock, Bishops Lydeard
CKO 998	Leyland TD4	03.36	Maidstone & District	Murphy, Bearwood
CLE 122	Leyland Cub KP03	05.36	London Transport LTC 94	London Transport Museum
CSL 498	AEC Regent (ex JXN 9)	09.48	London Transport RT 981	Burns, High Wycombe
CWJ 410	AEC Regent	01.37	Sheffield Transport 58	Tramway Museum Society, Crich
CXX 457	AEC Regent	11.36	London Transport 971	London Bus Co, Northfleet
DDR 414	Leyland Titan PD1	11.47	Plymouth 114	Armour, Derby
DDV 446	AEC Regal	07.39	Devon Genera; DR 716	Hulme, Yatton
DHR 192	Guy Arab II	07.43	Swindon 51	Science Museum, Wroughton
DOD 474	AEC Regal	01.40	Devon General SR 474	Shorland, Exeter
DTP 823	Leyland Titan PD1	01.48	Portsmouth 189	Working Omnibus Museum Project
ESV 811	AEC Regal III (ex 11-14-49 Portugal)	05.48	Lisbon Electric Tramways 17	Carris AEC Preservation Group, Croydon
FDB 500	Atkinson Alpha	06.52	North Western 500	Gaskell, Irlam
FKL 611	Bristol K5G	11.38	Maidstone & District	Howe, Polegate
FKO 223	Leyland Titan TD5	06.39	Maidstone & District	Gibbons, Maidstone
FUF 63	AEC Regent	03.39	Brighton 63	Pye & Nicholson, West Drayton
GDJ 435	AEC Regent V	08.57	St Helens H135	North West Museum of Transport
GEA 174	Daimler CVD6DD	03.52	West Bromwich 174	Black Country Museum of Transport
GEN 201	Leyland Titan PD3/6	05.58	Bury 201	Stephenson, Bolton
GKD 434	AEC Regent II / Liverpool	11.46	Liverpool	Merseyside Transport Trust
GKE 65	Bristol K5G	06.39	Chatham & District	Friends of Chatham Traction
GKE 68	Bristol K5G	06.39	Chatham & District	Friends of Chatham Traction
HAT 245	AEC Regent II	10.46	Hull 245	Lyne, Newark
HDJ 753	AEC Regent V	07.58	St Helens J153	McGarry, Widnes
HER 27	AEC Regent III	10.49	Pest Control, Bourn	Brown & Richman, Watlington
HGC 225	AEC Regent II	02.46	LT STL 2692	Wickens, Walderslade
HHA 26	Guy Arab II	10.44	BMMO 2574	BaMMOT, Wythall
HKE 867	Bristol K6A	10.45	Maidstone & District	M&D and East Kent Bus Club
HKF 820	AEC Regent III/Liverpool	03.49	Liverpool A344	Wirral Borough Council
HLW 178	AEC Regent III	10.47	LT RT 191	Scott, Romford



Above and right: A number of adverts for Weymann's products, which appeared in 'Bus & Coach' and 'Passenger Transport' magazines, during the late 1950s-early 1960s period.

PRESERVED WEYMANN VEHICLES cont.

Reg No	Vehicle Type	Date	Former Operator	Current Owners
HLX 359	AEC Regent III	06.48	LT RT 542	Wilkinson, Billericay
HLX 410	AEC Regent III	07.48	LT RT 593	Townsend & Plummer, Longfield
HLX 421	AEC Regent III	07.48	LT RT 604	Purley Transport Pres Group
HTT 487	AEC Regal 1	07.46	Devon General SR 487	Greet, Broadhempston
HUO 510	AEC Regal 1	02.48	Devon General SR 510	Blackman, Halifax
HVO 937	AEC Regent II	11.47	Mansfield District 126	Peck, Mansfield Woodhouse
JAA 708	Leyland Olympic HR 740 (ex BIC 671)	10.50	King Alfred, Winchester	Friends of K A Buses, Winchester
JFJ 873	Daimler CVD 65D	02.50	Exeter 73	Handford & Rymill, Solihull
JFJ 874	Daimler CVD 65D	02.50	Exeter 74	B&M Bus Project, Hyde
JFJ 875	Daimler CVD 65D	06.50	Exeter 75	Shears, Winkleigh
JOJ 231	Leyland Tiger PS2/1	06.50	Birmingham 2231	Hawketts, Birmingham
JOJ 245	Leyland Tiger PS2/1	08.50	Birmingham 2245	Acocks Green Bus Pres Group
JOJ 255	Leyland Tiger PS2/1	10.50	Birmingham 2255	Waldron, Bromsgrove
JOJ 257	Leyland Tiger PS2/1	10.50	Birmingham 2237	Hudd, Eltham
JWB 416	Leyland Tiger PS1	01.47	Sheffield 216	South Yorkshire Transport Museum
JWN 908	AEC Regent III	03.54	South Wales 432	Hier, Swansea
JXC 77	AEC Regent III	07.48	LT RT 714	London Bus Co, Northfleet
JXN 135	AEC Regent III	01.49	LT RT 1107	Wilkinson, Billericay
JXN 215	AEC Regent III	09.48	LT RT 837	Trumble, Greenhithe
JXN 325	AEC Regent III	12.48	LT RT 935	RT 935 Pres Group, Basingstoke
KDB 696	Leyland Tiger Cub	09.57	North Western 696	Flynn, Manchester
KEL 110	Leyland Titan PD2/3	03.50	Bournemouth 110	Dundee
KEL 127	Leyland Titan PD2/3	05.50	Bournemouth 127	Shears, Winkleigh
KEL 131	Leyland Titan PD2/3	07.50	Bournemouth 131	Hawkins, Kingswear
KEL 133	Leyland Titan PD2/3	05.50	Bournemouth 133	Bear Cross Bus Co, Bear Cross
KET 220	Daimler CVG6DD	05.54	Rotherham 220	Taylor, Rotherham
KFN 220	AEC Reliance	06.55	East Kent	Dwyer, Lancing
KFN 239	AEC Reliance	05.55	East Kent	East Kent Nostalgic Bus & Coach Trust
KGK 675	AEC Regent III	08.49	LT RT 1206	RT 1206 Group, Little Hadham
KGK 709	AEC Regent III	10.49	LT RT 1240	London Bus Co, Northfleet
KGK 959	AEC Regent III	04.49	LT RT 2150	London Bus Co, Northfleet
KGU 106	AEC Regent III	05.49	LT RT 2177	Herting, Abbots Langley
KGU 162	AEC Regent III	06.49	LT RT 2233	Biddell, Oxtwell
KGU 290	AEC Regent III	08.49	LT RT 1530	London Bus Co, Northfleet
KGU 322	AEC Regent III	08.49	LT RT 2293	Buckland, Nazeing
KKH 650	AEC Regal III	08.49	Hull 5	Hull Museums Department
KLB 596	AEC Regent III	04.50	LT RT 1347	Gamble, Ratby
KLB 799	AEC Regent III	11.49	LT RT 2420	Macey, Luton
KOD 585	AEC Regent III	08.49	Devon General DR 585	Greet, Broadhempston





Above left: This 1945 Bristol K6A (denoting an AEC engine), new to Maidstone & District with a Utility body, was re-bodied by Weymann in 1952, with a H30/26R double-deck body, to the company's usual attractive design, and has been preserved as fleet no DH159, since withdrawn in 1967, by Maidstone & District and East Kent Bus Club, seen here at the recent Deal Bus Rally (**Vic Capon**). **Above right:** Another well-known preserved bus is JAA 708, the rare 1950 Leyland Olympic single-decker, with Metro Cammell Weymann single-deck body, originally in the fleet of King Alfred of Winchester. After years in Ireland, it has recently returned to the road, as seen here at the Basingstoke rally, after a very comprehensive rebuild.

PRESERVED WEYMANN VEHICLES cont.

Reg No	Vehicle Type	Date	Former Operator	Current Owners
KRH 338	AEC Regent III	12.49	Hull 328	Hull Museums Department
KRR 255	AEC Regal III	05.50	Mansfield District 9	Peck, Mansfield Woodhouse
KSV 102	AEC Regent III (ex GB-21-070 Portugal)	10.54	Lisburn Electric Tramways 255	Shearman, Canterbury
KXW 123	AEC Regent III (ex 54636)	01.50	LT RT 2494	Cruise, Fulham
KXW 234	AEC Regent III	04.50	LT RT 3125	Taylor, Edgware
KXW 304	AEC Regent III	03.50	LT RT 1658	London Bus Co, Northfleet
KXW 478	AEC Regent III	06.50	LT RT 1379	Cooper, Newquay
KXW 488	AEC Regent III	07.50	LT RT 1389	London Bus Co, Northfleet
KYY 527	AEC Regent III	04.50	LT RT 1700	London Bus Co, Northfleet
KYY 653	AEC Regent III	06.50	LT RT 1798	Claude Jessett Trust, Hadlow Down
KYY 663	AEC Regent III	06.50	LT RT 1808	National Motor Museum, Beaulieu
KYY 872	AEC Regent III	05.50	LT RT 3143	Old London Bus, Hawkhurst
KYY 877	AEC Regent III	05.50	LT RT 3148	Country Bus Rallies, East Grinstead
KYY 912	AEC Regent III	06.50	LT RT 3183	Powis, Tonbridge
KYY 957	AEC Regent III	06.50	LT RT 3228	London Bus Co, Northfleet
KYY 961	AEC Regent III	07.50	LT RT 3232	Ensign, Purfleet
KYY 967	AEC Regent III (ex KYY 927)	06.50	LT RT 3198	London Bus Co, Northfleet
KYY 970	AEC Regent III	06.50	LT RT 3241	McOwen, Ashen
LDJ 985	Leyland Titan PD2A/30	08.60	St Helens K 175	North West Museum of Transport
LFM 302	Leyland Tiger PS1/1	03.50	Crosville KA 226	Hamer & Morriss, Ravenstonedale
LFM 320	Leyland Tiger PS1/1	03.50	Crosville KA 244	Marsh & Pixton, Stockport
LFM 329	Leyland Tiger PS1/1	03.50	Crosville KA 253	
LJX 198	AEC Regent V	11.59	Hebble 307	Blackman, Luddendenfoot
LLU 610	AEC Regent III	07.50	LT RT 3251	Ensign, Purfleet
LLU 613	AEC Regent III	07.50	LT RT 3254	Wills, Stevenage
LLU 693	AEC Regent III	09.50	LT RT 3894	Cracknell, Dartford
LUC 488	AEC Regent III	05.51	LT RT 4139	Addison, Whitstable
LUO 595	AEC Regal III	05.50	Devon General SR 595 Gloucester
LYF 247	AEC Regent III	06.51	LT RT 4188	London Bus Co, Northfleet
LYF 249	AEC Regent III	06.51	LT RT 4190	Money, Barking
LYF 281	AEC Regent III	06.51	LT RT 2556	Bole, Dover
LYR 854	AEC Regent III	01.52	LT RT 3435	London Bus Co, Northfleet
LYR 877	AEC Regent III	03.52	LT RT 3458	Blackman, Halifax
LYR 880	AEC Regent III	02.52	LT RT 3461	Sullivan, South Mimms
LYR 915	AEC Regent III	04.52	LT RT 3496	Dale, Luton
LYR 964	AEC Regent III	01.52	LT RT 2794	Thrower, Warrington
LYR 969	AEC Regent III	02.52	LT RT 2799	London Bus Co, Northfleet
LYR 997	AEC Regent III	02.52	LT RT 2827	Patten, South Benfleet
MCY 407	AEC Regent V	11.55	South Wales 447	South Wales Transport Pres Trust
MLL 652	AEC Regent III	05.52	LT RT 2905	Henderson, Cambridge
MLL 665	AEC Regent III	05.52	LT RT 2918	Chapman, Penkridge

PRESERVED WEYMANN VEHICLES cont.

Reg No	Vehicle Type	Date	Former Operator	Current Owners
MTE 635	AEC Regent III	02..51	Morecambe & Heysham 73	Wade, Burnley
MTE 639	AEC Regent III	02..51	Morecambe & Heysham 77	Armour, Derby
MXX 223	AEC Regent III	10..52	LT RLH 23	Pring, St Albans
MXX 229	AEC Regent III	10..52	LT RLH 29	Pring, St Albans
MXX 232	AEC Regent III	10..52	LT RLH 32	Pring, St Albans
MXX 244	AEC Regent III	10..52	LT RLH 44	Pring, St Albans
MXX 248	AEC Regent III	10..52	LT RLH 48	Proctor, Buckland Filleigh
MXX 253	AEC Regent III	11..52	LT RLH 53	London Bus Pres Trust
MXX 261	AEC Regent III	11..52	LT RLH 61	Ensign, Purfleet
MXX 269	AEC Regent III	12..52	LT RLH 69	London Bus Co, Northfleet
MXX 271	AEC Regent III	12..52	LT RLH 71	London Bus Co, Northfleet
NCY 626	AEC Reliance	06..56	South wales 1032	South Wales Transport Pres Trust
NLE 840	AEC Regent III	06..53	LT RT 3733	Welch, London
NLE 918	AEC Regent III	05..53	LT RT 3028	Old London Bus, Hawkhurst
NTT 661	AEC Regent III	07..52	Devon General DR 661	Platt, Dawlish Warren
NTT 679	AEC Regent III	01..53	Devon General DR 6679	Greet, Broadhempston
NXP 775	AEC Regent III	01..54	LT RT 4421	Ensign, Purfleet
NXP 778	AEC Regent III	06..53	LT RT 4424	London Bus Co, Northfleet
NXP 847	AEC Regent III (ex NXP 935)	12..53	LT RT 4683	Ryan, Clacton-on-Sea
ODK 705	AEC Regent V	10..56	Rochdale 305	Riley, Bury
OFC 393	AEC Regent III	08..49	City of Oxford H 393	Oxford Bus Museum Trust
OJF 191	Leyland Tiger Cub PSUC1/1	10..56	Leicester 191	Leicester Transport Heritage Trust
OKH 337	AEC Regent III	10..53	Hull 337	Chaplin, Hull
OLD 559	AEC Regent III	07..54	LT RT 4772	London Bus Co, Northfleet
OLD 566	AEC Regent III	07..54	LT RT 4779	RT 4779 Group, Fordyce
OLD 714	AEC Regent III	04..54	LT RT 4499	Gray & Chubb, Lincoln
ONU 280	Guy arab III	03..50	Chesterfield 180	Smith, Whitwell
PJX 35	Leyland Leopard L1	08..62	Halifax 35	Waites et al, Huddersfield
PJX 43	Leyland Titan PD2	11..62	Halifax 43	McAllister, Sowerby Bridge
PJX 232	Leyland Leopard C1	09..62	Halifax 232	Keighley Bus Museum Trust
PSK 389	Leyland Titan PD2 (ex 5010CD)	07..61	Brighton 10	McPherson, Walworth
PWL 413	AEC Regent III	01..51	City of Oxford L166	Oxford Bus Museum Trust
RJX 250	Albion Nimbus NS3	05..63	Halifax 250	Bell, Cross Hills
RRN 423	Leyland Atlantean PDR 1/1	05..62	Ribble 1274	Cherry, Bootle
RRN 428	Leyland Atlantean PDR 1/1	05..62	Bibble 1279	Ribble Vehicle Preservation Trust
RWB 87	Leyland Titan PD2/12	03..54	Sheffield 687	South Yorkshire Transport Museum
SFV 421	Leyland Atlantean PDR1/1	06..60	Standerwick 25	Ribble Vehicle Preservation Trust
SLT 58	Leyland Routemaster	06..57	LTRML 3	London Bus Pres Trust
SPT 65	Guy Arab LUF	09..55	Northern General 1665	NE Bus Preservation Trust
SPU 985	Leyland Olympic HR44	10..51	Jennings, Ashen	Wingrove & Wilson, Strood
SRC 370	Leyland Atlantean PDR1/1	03..60	Trent 1370	Brown, Nettlestead
TDK 322	AEC Regent V	03..59	Rochdale 322	Wray, Sheffield
TRJ 109	AEC Reliance	02..62	Salford 109	NW Musuem of Transport



Above left: Built only a year earlier than the Leyland Olympic, 1949 Daimler CVD6, JFJ 873, with Weymann 35 seat saloon body, was Exeter Corporation fleet no 173, withdrawn and preserved in 1966, but recently returned to the road, as seen here at the Buses Festival at Gaydon. **Above right:** Here is AEC RT593, HLX 410, its Weymann body restored in Greenline livery, seen at the South East Bus Festival at the Kent county Showground, Detling.



Above left: Just for a change, this ex-London Transport RLH Class AEC Regent III, with Weymann lowbridge bodywork has been restored in the livery of independent Samuel Ledgard, which operated a number of these vehicles around Leeds. **Above right:** A mirror image is offered by these Weymann-bodied AECs, which spent their working lives in Lisbon, but were seen together in preservation at the AEC 100 Rally at Newark.

PRESERVED WEYMANN VEHICLES cont.

Reg No	Vehicle Type	Date	Former Operator	Current Owners
TTP 992	Leyland Tiger Cub	09.59	Portsmouth 18	Riston, Stafford
UMR 112	Daimler CVG6DD	04.60	Swindon 112	Swindon Vintage Omnibus Society
VDV 796	AEC Reliance	07.57	Devon General	Platt, Dawlish Warren
VDV 798	AEC Reliance	07.57	Devon General	Platt, Dawlish Warren
VFJ 995	Leyland Titan PD2	06.58	Exeter 60	Shears, Winkleigh
VSC 86	Leyland Tiger Cub	01.61	Edinburgh 86	Lothian Bus Consortium
VTX 444	AEC Regent V	01.58	Rhondda 444	Quantock, Bishops Lydeard
WAT 164	AEC Reliance	09.57	Hull 64	Green, Hull
WCG 104	Leyland Tiger Cub	10.59	King Alfred, Winchester	FOKA Winchester
XHO 370	AEC Reliance	01.60	Aldershot & District	A&D 370 Group, Camberley
XKT 992	AEC Reliance	01.57	Maidstone & District	Carr, Pluckley
XUF 141	Leyland Tiger Cub PSUC	03.60	Southdown 1141	Southdown 1141 Group, Worthing
YLJ 147	Leyland Titan PD3/1	06.59	Bournemouth 147	749 Club Invergowie
8154 EL	Leyland Titan PD3/1	10.60	Bournemouth 154	Bear Cross Bus Co, Bear Cross
8156 EL	Leyland Titan PD3/1	10.60	Bournemouth 156	n known
8158 EL	Leyland Titan PD3/1	11.60	Bournemouth 159	Hawkins, Kingswear
1013 MW	Leyland Atlantean PDR	02.62	Silver Star Porton Down 42	Silver Star 42 Group
6162 RU	Leyland Titan PD3A/1	09.63	Bournemouth 162	Shears, Winkleigh
6167 RU	Leyland Titan PD3A/1	09.63	Bournemouth 167	Hawkins, Kingswear
889 AAX	Leyland Tiger Cub	00.59	Jones, Aberbeeg 98	Cardiff Transport Pres Group
23 ACD	Leyland Titan PD2/3	01.63	Brighton 23	Richardson, Ropley
692 AEH	AEC Reliance (ex DSV 335 MKR 1)	07.57	Potteries SN 7962	Paynton, Totton
191 AWL	AEC Regent V	10.56	City of Oxford L191	Bridges, Enstone
194 BFC	AEC Regent V	00.57	City of Oxford L194	Bridges, Enstone
670 BNN	Leyland Titan PD3/3	01.59	South Notts 70	Hoare, Chepstow
148 BTP	Leyland Leopard L1	04.63	Portsmouth 148	Howe, Portsmouth
521 CTF	Leyland Oylmpian LW1	11.57	Fishwick 7	Hayes, Little Hoole
528 CTF	Leyland Titan PD2/40	02.58	Fishwick 5	Edwards, Lythami
964 DTJ	Leyland Tiger Cub	03.58	Merthyr Tydfil 100	Parfitt, Rhymney Bridge
766 EVT	Leyland Atlantean PDR1/1	08.59	Potteries L9766	POPS
805 EVT	AEC Reliance	05.60	Potteries SL 805	Fee, Sandbach
423 HCY	AEC Regent V	10.64	South Wales 590	West, Swansea
488 KOT	Dennis Loline	12.64	Aldershot & District	Aldershot & District Omnibus Rescue/PS
225 LRB	Leyland Titan PD2	01.60	Chesterfield 225	Chesterfield Borough Council
334 NKT	AEC Reliance	09.61	Maidstone & District S 334	Rother Valley RTS, Killamarsh
340 NKT	AEC Reliance	08.61	Maidstone & District S 340	Rother Valley RTS, Killamarsh
597 UKM	Leyland Atlantean	04.63	Maidstone & District DH597	Brown, Nettlestead
AFE791A	AEC Reliance (ex 325 NKT)	04.62	Maidstone & District 8004	Murphy & Brooker, Maidstone
AKG219A	Leyland Leopard L1 (ex YBK 132)	12.61	Portsmouth 132	Winter, Darton
AEL170B	Leyland Atlantean PDR1/1	11.64	Bournemouth 170	Hearson & Machin, Chesterton
BSR168B	Leyland Titan PD2 (ex 21 ACD)	01.62	Brighton 21	McPherson, Walworth
AAA503C	Dennis Loline III	01.65	Aldershot & District 503	Tutty, Guildford
AAA506C	Dennis Loline III	02.65	Aldershot & District 506	Jacob, Aldershot
AAA508C	Dennis Loline III	02.65	Aldershot & District 508	Aldershot & District Omnibus Rescue/PS

PRESERVED WEYMANN VEHICLES cont.

Reg No	Vehicle Type	Date	Former Operator	Current Owners
ARN811C	Leyland Leopard PSU3/3R	04.65	Ribble 811	Ribble Vehicle Preservation Trust
CRU 103C	Leyland Leopard PSU3/2R	04.65	Bournemouth 103	Hearson & Machin, Chesterton
CRU 180C	Daimler Fleetline CRG	07.65	Bournemouth 180	Shears, Winkleigh
CRU 184C	Daimler Fleetline CRG	07.65	Bournemouth 184	Bear Cross Bus Co, Bear Cross
CRU 187 C	Daimler Fleetline CRG	08.65	Bournemouth 187	Doyle, Wembley
CUB 331 C	Leyland Atlantean PDR1/1	07.65	Leeds 331	McMullen, Tingley
CWM 151C	Leyland Titan PD2	07.65	Southport 51	Hunter, Tarleton
CWM 154 C	Leyland Titan PD2	06.65	Southport 54	Ace, Aintree
ETG 373 C	AEC Regent V	06.65	Pontypridd 91	Hier, Swansea
GNU 266 C	Daimler CCG	11.65	Chesterfield 266	Hegedus, Chesterfield
PKH 228 F	Bristol LHS 6L (ex MBO 1F) new with s/h body	04.68 built 05.61	Western Welsh	Thornes, Hemingbrough
Isle of Man				
MMN 302	Leyland Olympian HR 40	06.51	IOM Road Services 84	Davis, Isle of Man
WMN 6	Leyland Tiger Cub	07.57	IOM Road Services 20	Davies, Kirkmichael
Portugese				
FL-14-86	AEC Regal III	11.48	Lisbon 54	Wareham, Kidlington
Overseas				
JXC 27	AEC Regent 111	06.48	LT RT 664	Norddeutsches Auto und Motorrad Mus Bad Oeynhausen, Germany
JXC 103	AEC Regent 111	07.48	LT RT 740	James, Portland Oregon USA
JXN 52	AEC Regent 111	11.48	LT RT 1024	Churn, Beechboro, W Australia
KDB499	Leyland Titan PD2	00.56	North Western 666	Donaghue, Mississauga
KGU 76	Leyland RT	12.49	LT RTL 626	Musee Communal de l' automobiles Mahymobiles, Leuse-en-Hainault, Belgium
KLB 539	AEC Regent 111	12.49	LT RT 1290	Museo Del Transporte de Cataluna, Spain
KXW 241	AEC Regent 111	04.50	LT RT 3132	Ferryhead Tramway Park, Christchurch New Zealand
KXW 247	AEC Regent 111	05.50	LT RT 3138	Timson, Rohnert Park, California, USA
KXW 307	AEC Regent 111	03.50	LT RT 1661	Jysk Automobile Museum, Gjern Denmark
KYY 520	AEC Regent 111	07.50	LT RLH 20	Pommer, Boston, Massachusetts, USA
KYY 965	AEC Regent 111	07.50	LT RT 3236	Scott Tamworth Australia
LYF 248	AEC Regent 111	06.51	LT RT 4189	Foxtton Trolleybus Museum, N Zealand
LYF 329	AEC Regent 111	06.51	LT RT 2604	Motor Museum, Port Elizabeth, SA
LYF 359	AEC Regent 111	07.51	LT RT 2634	James Hall Museum of Transport, Johannesburg, SA
MXX 228	AEC Regent 111	10.52	LT RLH 28	Rickard Borego Springs, California, USA
MXX 250	AEC Regent 111	11.52	LT RLH 50	Welch, Kaukapakapa, New Zealand
MXX 262	AEC Regent 111	11.52	LT RLH 62	Pullen, Westminster, Maryland, USA
NPL 528	AEC Regent 111	08.53		Blystad, Oslo, Norway
SRC 373	Leyland Atlantean PDR1/1	03.60	Trent 1373	HCVA , Sydney Bus Museum, Australia.
Trolleybuses				
CU 3593	Karrier E4	05.37	South Shields 204	British Trolleybus Society
RC 8472	Sunbeam W	08.44	Derby 172	Sandtoft Transport Centre
BDY 809	Sunbeam W	10.47	Hastings 34	London Trolleybus Pres Society
CPM 61	AEC 661T	09.39	Brighton, Hove & Dist	Science Museum, Wroughton
FKU 758	BUT 9611T	01.51	Bradford 758	Bradford Trolleybus Association
KLJ 346	BUT 9611T	00.50	Bournemouth 212	Shears, Winkleigh
LCD 52	BUT 9611T	05.50	Maidstone 52	London Trolleybus Pres Society
NNU 234	BUT 9611T	05.49	Notts & Derby 353	Shears, Winkleigh
NNU 238	BUT 9611T	05.49	Notts & Derby 357	Bowden, Nottingham
YLJ 286	Sunbeam MF2B	08.59	Bournemouth 286	London Trolleybus Pres Society
297 LJ	Sunbeam MF2B	09.62	Bournemouth 297	Bournemouth Passenger Trans Assn
299 LJ	Sunbeam MF2B	10.62	Bournemouth 299	Transport Museum Society of Ireland
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What's New

Mike Forbes looks at the latest models from the major manufacturers interested in classic vehicle models.



As usual, Oxford Diecast has most to offer classic vehicle enthusiasts in the way of new models. Let's have a look at what's new and on the way, starting with the 1/76 or '00' scale lorries. The Atkinson Borderer artic in British Rail yellow is new, with the ERF LV artic in Northern Ireland Trailers livery to come next, followed by the LV artic in Scottish & Newcastle Brewery colours. More modern are a Scania 143 and curtain-sider and a Scania T cab and low-loader trailer in Sandy Kydd colours.

The Bedford OX artic is due in LNER blue,

along with a Commer Q25 van in Lyons Ice Cream livery, a Ford 400E van as a Fordson Tractors service van and a Royal Mail Sherpa van. There are new colours on Transit vans and Land Rovers, while the Shelvoke & Drewry Freightlifter – we've been shown that the forks do work – is coming in BR crimson and yellow liveries too. The pre-war Thompson Refueller is coming in Shell livery, as well as BP Aviation Service. Also due in 2017 are the modern JCB 3CX backhoe loader and early Fordson Major-based Mk I loader/excavator, both with amazing moving parts in this small scale.

The latest fire service model is the Fordson 7V Heavy Pump Unit in NFS and London Fire Brigade liveries, while new military vehicles will include the six-wheeled Range Rover fire tender in camouflage, Queens Flight and Pink Panther colours, the Bedford QLR with office body, Churchill Tank, an RAF Thompson Refueller, Forward control and Lightweight Land Rovers, plus Monty's Humber Snipe tourer.

Moving on to passenger vehicles, the next models will be the Bristol MW, with the later ECW coach body, in Royal Blue and Hants & Dorset livery, the Leyland PD2/12 couple-



due early in 2017, plus other new colours on models already released.

Something of a star turn is the Carlight Continental caravan. Sets of Fords, MGs, and Land Rovers complete the range of new releases in this scale.

Moving up to the 1/43 scale cars, new Rolls-Royce models to come soon are the Silver Cloud with Hooper Empress bodywork, Phantom II 'sedanca de ville' in fawn and black and Phantom V James Young saloon in Burgundy and Silver Sand, plus an Aston Martin DB2 Mk III twinset of drophead and saloon, as well as separate models, the V12 Vantage in red or silver and the Humber Pullman limousine.

In the biggest 1/18 scale, there is a Heinkel Trojan 'Bubble Car' on its way, while to come

in the smallest 1/148 or 'N' scale, there are new British Railways, Post Office Telephones, RAF Red Arrows and Army Lightweight Land Rovers, Ford 400E van 'Rediffusion', AEC Matador wrecker 'Southdown', CMP in military and Southdown colours, farm trailers, MGB roadster, Morris Minor Panda Car, new liveries on the New Routemaster bus and Weymann Fanfare 'South Wales'.

This is quite an impressive list, which compares well with the early announcements of new releases from Corgi for 2017, which are to be new colour schemes on the Sunbeam Alpine, Mini Cooper and Volkswagen Beetle in the Vanguards range. Hopefully there will be something more exciting on its way...

The news has not been so good for Exclusive First Editions fans either, as parent

decker in Samuel Ledgard and Edinburgh liveries, Plaxton Panorama I coaches in Sheffield United Tours and Bere & District colours, Birch Bros Weymann Fanfare and, early in the New Year, a Beadle Integral single-decker in East Kent livery.

New 1/76 scale car models to come include the Triumph Stag, Aston Martin DB9, Vanquish, V12 Vantage and DB4GT Zagato, Austin Seven Box Saloon, Bentley Mk VI, Vauxhall Cavalier Mk II and Viva HB, Hillman Imp, Lotus Elan, plus the new Discovery from Land Rover and the latest Jaguars, Rolls-Royce Phantom III, Phantom V and 'Standard Steel' Mk VI,







Gilbow Holdings went into 'Administration' a few weeks back. Bachmann, the distributors of model railways and other models, has stepped in to carry on with the EFE range. We've yet to see what the fruits of this will be.

John Ayrey, distributors of many ranges, has advised us of a number of new models which will be of interest to classic commercial and bus enthusiasts. In the B-T Models range of 1/76 vehicles, there are to be two versions – different fleet and registration numbers and destinations – on the Bristol MW with ECW bus body, joining the recent Wilts & Dorset dual-purpose versions and the Bristol LD Lodekka in Hants & Dorset livery, including

the trademark sunvisor over the driver's cab screen and a version in yellow training livery. The MCW 'Metrorider' mini-bus is also new in China Motor Bus colours. New lorry models are a Leyland Octopus in Steel Company of Wales livery, a Ford D Series in British Rail yellow, a Foden DG tanker in Fletcher Miller livery and a National Benzole Albion Reiver. A Commer QX artic with low-loader trailer and Guy Warrior with platform trailer are also on the way.

Interesting models recently announced in larger scales include a 1/43 scale Ford Thames 4D dropside in the livery of agricultural merchants, Raymond Hollands

Ltd, in the range of mainly European classic commercials from IXO, and a 1/18 scale 1930s Mercedes-Benz LO2750 racing car transporter, also coming as an ordinary dropside lorry. This is an amazingly-detailed model from German-based company, CMC, which makes a whole range of highly-detailed classic sports and racing cars, although this is reflected in a price over £600 for the lorries.

There are plenty of new models to tempt collectors and enthusiasts, which no doubt will be available from many model shops and at toyfairs, rallies and other events in the coming months.





John's fictitious haulage company is in a splendid green and cream livery. The breakdown truck features a Road Transport Images cab made to fit a B-W Models metal Diamond T 969 chassis with a twin boom wrecker body. The six-wheeled ERF again has a RTI cab mounted on a diecast chassis, with a scratch built body and covered load, note the fine ropes over the sheeted load.

LORRIES ON A LAYOUT

*Not so much a Model Railway, more an excuse to show lots of rather special model lorries, according to **Les Freathy**.*

Over the past few years, a small number of modelling friends down in the South-east have formed a small group specialising in 1/76-1/72 scale model vehicles. The six members produce model vehicles, mostly scratch-built or conversions to kits and kit components, in both civilian and military liveries.

All in the group have been modelling for many years and enjoy a wealth of experience gained over past decades, although we always look forward to fresh ideas and modelling techniques, to keep the group alive, and it is amazing the ideas that come from old heads around the table.

As mentioned, all of the group have their own ideas and favourite types of vehicle to model and one member, John Taylor, is the lucky one with a model railway layout. Now I say a model railway layout, and while the basis is just that, the main theme is not loads of railway engines and rolling stock. They are obviously there, but the scenic background and most of the road transport, which are features of the layout, are built by John.

Most of the models seen here have been built by John, but other members also take



There is a Union Cartage depot on the layout, seen here with a good number of container trailers and wagons in the yard. A good selection of different models and components can be observed, with containers from RTI and various railway accessories. I think the mechanical horse is a Oxford Diecast model as is the Austin van. The ERF has a RTI cab and scratch-built body, on a modified B-T Models chassis. The tractor in the foreground is built from various components, with a scratch-built body, to match one of the original vehicles built and used by Union. The boxes stacked on the loading bay add realism to the scene.

the opportunity to photograph some of their own models on the layout. It will be noticed that the layout has many different themed sections, which are constantly changing. In fact, as I was writing this, John informed me that he is in the process of altering many of the main structures, so a revisit at a later date could be on the cards.

The pictures show just a few of the features, such as an army camp, scrap yard, railway goods yard, street scenes, a Union Cartage depot and, of course, a transport café. In the captions for the pictures, I will identify the makes of kits and scratch-built parts, to the best of my knowledge.



Here we can see a Union Cartage wagon and drag out on the road, as can be observed a lot of converting and scratch-building has taken place to complete this model.



Above: Here we are in the station goods yard with a heavy haulage AEC passing the entrance. A bit of everything here, including RTI cab, parts from B-T Models, diecast Trackside trailer parts and a diecast excavator, which is really a little too modern for the period, but will be replaced when something suitable can be made.

Left: With the low-loader now further down the road, a good look into the yard is now possible. The ex-Army Canadian Dodge on the right features the excellent RTI cab, plus wheels from the same source, while the body and chassis are scratch-built. I believe the AEC again has a RTI cab on a B-T chassis and body. Note the load of individual timbers; all of John's timber loads are built from separate pieces.

Right: A British Road Services early-post war Kew Dodge platform lorry with container leaves the depot.

Below: The less well-known 1960s US-style Dodge tractor and trailer, with cab and wheels from RTI. The tractor chassis and trailer are scratch-built, with wheels from the B-T Models range, while the container is a model commercially available.



Below: A view into the army camp from the gates, showing some of the quite simple but effective buildings. The Bedford QL is one of the latest Airfix offerings and the Bedford OY has a RTI cab and wheels and scratch-built body.





1: Moving to the left of the previous picture, more army trucks can be observed, including a Bedford OY tanker and Austin K4 general service (GS) lorry. Yes, you've guessed it, RTI components again, along with a lot of scratch-building. No shortage of 40 gallon drums in this camp. 2: John has always featured a scrap yard on his layout which, from time to time, he alters around. Here, a Thorneycroft Amazon Coles crane is seen loading a chassis onto an Austin K6, beyond an old Dinky Toys bus and a pile of different cabs. 3: There had to be one on the layout and here it is, the Star Transport Café, with two drivers having finished the fry up leaving the premises, the Bulwark tanker is a B-T Model with a replacement RTI cab. 4: I mentioned that other members of the group photograph their models on the layout, and here we can see some of my Diamond T collection, all based on the Revell/Matchbox Diamond T 981 model. The recovery truck features a Langley Models metal Harvey Frost 8 ton crane plus many other extras. In the centre are two Pickfords heavy haulage tractors, with different bodies, one with a shelter for the extra crew member, both featuring a lot of extras on the vehicles and in the bodies. Last in the line-up is another heavy haulage tractor, this time in Wynns livery, again with lots of extras added, passing on the other side of the wall is a Tate and Lyle AEC eight-wheeled wagon and drag. This model is based on an actual vehicle used by the company and for this I used a Langley kit, with a scratch built body, pulling an RTI four-wheeled trailer, again with a scratch built body. 5: This picture shows a small number of my military models, an Austin K5, Austin K4 and Austin K30 30cwt cargo passing in convoy along the top road. How can these hungry drivers pass the fish and chip shop without pulling over? 6: This part of the goods yard is where timber is unloaded and the Dapol travelling crane comes into good use, loading the BRS Sentinel six-wheeler and AEC artic, again using RTI cabs, with modified chassis and bodies. As mentioned previously, all the timbers are separate items.

Mick Baileys 70th Birthday Celebration

Malcolm Ranieri was there and reports back.

Mick Bailey, a Lorry Driver from the Black Country, has spent all his working life on the road, spanning over 50 years from the 1960s, and still driving, when he reached 70 on Sunday, 18th September, 2016. Unbeknown to him, his friend Mark Wilkes and Mick's son, James Bailey, had arranged a surprise birthday celebration at The Hollies, on the A5 at Cannock, for this very well-liked gentleman of the road haulage business.

Mark Wilkes, his father Allan and Jim Read had worked extremely hard, to get a true cross-section of road haulage from the classics of the 1940s to the modern scene. Representatives from some of the firms he worked for, former colleagues and friends were at The Hollies to celebrate Mick Bailey's 70th birthday and, amazingly, managed to keep Mick in the dark!

The 'New Hollies', now part of 'Road King', claims to be the oldest surviving transport café in the United Kingdom. It is well-situated, on the A5 Watlington Street, at Four Crosses, near Cannock and a few minutes from the M6 Motorway. Starting in the 1930s as a cottage tea room and bed and breakfast, then bought by a trucker in 1959 as a transport café, it



Above: Mick Bailey celebrating his 70th birthday at The Hollies, with Hingley's Guy Big J4T.



Above left and right: Large and small – Scammell Pioneer and Morris-Commercial LC3 were brought to The Hollies for the party.

Foden and AEC pass Volvo, Scania and ERF in the large parking area.



An Albion Claymore dropside which had come from Stafford.



Above and below: Barry Fenn was there, too: here are some of his favourite line-up shots, three Volvo F10s, three ERFS and three Fords, just some of the classics which came to The Hollies for Mick Bailey's 70th birthday. Quite a day for him and all his friends.

became 'The Hollies' in 1965, open 24 hours. Recently becoming part of Road King, it is to be sympathetically redeveloped, keeping the cottage facade facing the A5. There is a massive lorry park, and it needed to be. Besides the modern trucks parked overnight, 133 lorries came to celebrate Mick's 70th Birthday.

Mick was under the impression he was being driven by a friend to see the Beatles Tour in Liverpool, when it was suggested they call in the Hollies for breakfast. One can only imagine

Mick's amazement when the lorry park was full of trucks, ancient and modern, with their owners and friends queuing up to wish him a happy birthday.

Mick started work in the early 1960s for A Smith Garage of Smethwick, a firm which no longer exists, driving a four wheeled BMC FFK. Four years later, he moved to Haywood Transport of Walsall, driving a Scammell Handyman, incidentally his favourite lorry, and Guy Big J4, on general haulage for the next 18

years. He drove for D J Ponsonby, now Mike Ponsonby of Burntwood, Staffordshire, for four years, and a line-up of the company's vehicles faced the cafe, all Scania's, another favourite make of Mick's in the modern era. He eventually moved to drive for Ray Hingley of Brierley Hill, West Midlands, for the next 25 years to date.

A Hingley Transport was started by the late Arthur Hingley at the end of the 1960s with one truck. Sons Alan, Ray and the youngest, Keith still run the business. Ray is in charge of Vehicle Recovery, Keith day-to-day general haulage, while Alan is MD. Hingleys is now the largest private steel carrying transport company in the West Midlands. The company's fleet of classic commercial vehicles is often seen on road runs and classic gatherings.

The cafe was decked out with the orange of Blackpool Football Club, Mick's favourite football team; unfortunately this once proud club is languishing in League 2. Once Mick had got over the initial shock, he thoroughly enjoyed his surprise birthday celebration. Here are just some of the classic vehicles which attended the celebration for this true 'Knight of the Road'.



Great Ellingham, Boston and Weeting

We still have a lot of rally reports from our regular contributors, covering the events they attended during the last few months, so we will continue with our 'Rally Round-up' through the winter months. At least this should bring a little sunshine, as well as memories of some good days out, or fill some gaps with events you might have missed.

On August 13th, Mike Gosling went to Great Ellingham, near Attleborough in Norfolk, a growing event which draws out some less often seen lorries from the local area.

He went to Boston on September 3rd, where heavy rain brought an early end to the fun, but there were still some treats among the vehicles attending.

He also went to Weeting, back on July 17th. We have already featured some pictures from there, but this rally is always well-attended and attracting more commercials every year, including a few we haven't seen anywhere else, so we'll include a couple of them here.



Above: Seen at Great Ellingham, a couple of lorries from the Derek Cooper preserved fleet, which some might remember seeing in other liveries in the past, a Foden four-wheeler, with the early style of flat-fronted cab, KYC 157, and a Fordson 7V tipper, MJO 90



Above: What an interesting way to display this Diamond T 969 'Wrecker', with one of the twin booms of its recovery equipment lifting the front of a Jeep.



Above: A classic seen on the fairground at Great Ellingham was this ERF E10 325 eight-wheeled frame truck, with a generator, which bridges the gap between old and new.



Left: Seen by Mike at Boston in the rain was this Austin-badged LD 30 cwt van, 542 KX, restored as a police or prison van.



Above: A late model Commer QX-based fire appliance from the Norfolk fleet, registered in 1962. A 'B' Type water tender, it went to Sandringham Fire Station in 1965 and was owned by Lotus Cars for 10 years before being donated to the Fire Service Society, to be seen by Mike at the Weeting Steam Rally this year.



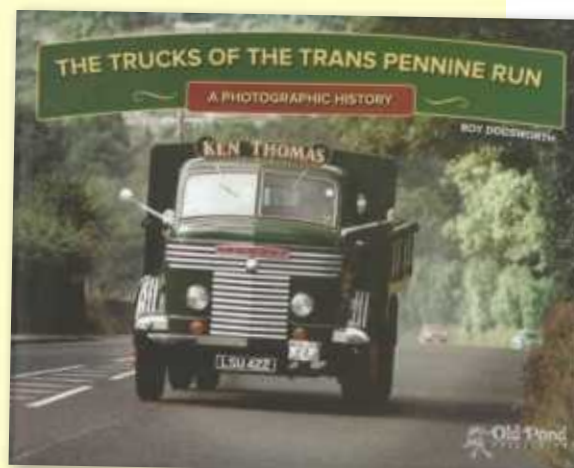
Left: An interesting sighting at Weeting was this 1947 Sentinel DV 4/4, GWW 190, in the livery of agricultural merchants, W L Duffield of Saxlingham Thorpe, near Norwich, later known for operating Seddons. The company's website tells us it was new to John Smiths Brewery, Duffields bought it in 1959 and it was one of the first in the UK to be fitted with bulk blowing equipment. It worked delivering feed until 1968, then was sold for £40 to the uncle of the eventual restorer and worked on his farm in Bedfordshire during harvest for the next 20 years, then stood in a barn for over 20 years, before returning to Norfolk to be restored over the past 6 years by Stephen Peck and his family. The lorry was driven by his father who used to work for Duffields in the 1960s!

THE TRUCKS OF THE TRAN PENNINE RALLY

BY ROY DODSWORTH
OLD POND PUBLISHING,
5M PUBLISHING LTD, BENCHMARK HOUSE,
8 SMITHY WOOD DRIVE, SHEFFIELD S35 1QN
WWW.OLDPOND.COM
ISBN: 978-1-910456-50-7
£19.95

Roy has written articles for Vintage Roadscene, including reports of the Trans-Pennine run. As a Yorkshire-based member of the HCVS, he has been closely associated with the event over the years. This book contains nearly 300 nicely-reproduced colour pictures in its 174

pages. The pictures have been taken by the author over the last 20-odd years, at the starting points, along the route and at the finish on The Stray, Harrogate. They show a wide variety of vehicles, from the very old to not so old, large and small, nearly all beautifully restored and liveried, a few of which have since changed colours. Each picture is accompanied by an informative caption, offering details of the vehicle and some background to its appearance or the type of lorry. This is a lovely book to sit and look at and remember pleasant days out watching the runs, or to see what you might have missed. If you like old vehicle rallies and road runs, you'll love this book.



CHRISTMAS CARDS

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It might be a bit late for you now, but we have been sent some examples of the range of Christmas cards produced by Rothbury Publishing. They feature attractive wintry scenes with classic vehicles of various types, including some commercials, painted by various artists. These retail at £1.60 each. Wrapping paper and reproduction memorabilia collections are also available. Rothbury Publishing was established in 2000, producing greetings cards, now with a range of over 1000 designs, which are available at many transport museums and events, as well as post offices, garden centres and card shops, or direct from Rothbury.

BONNIE SCOTTISH TRUCKS – A CELEBRATION OF SCOTTISH STYLE

BY BILL REID
OLD POND PUBLISHING, 5M PUBLISHING LTD,
BENCHMARK HOUSE, 8 SMITHY WOOD DRIVE,
SHEFFIELD S35 1QN
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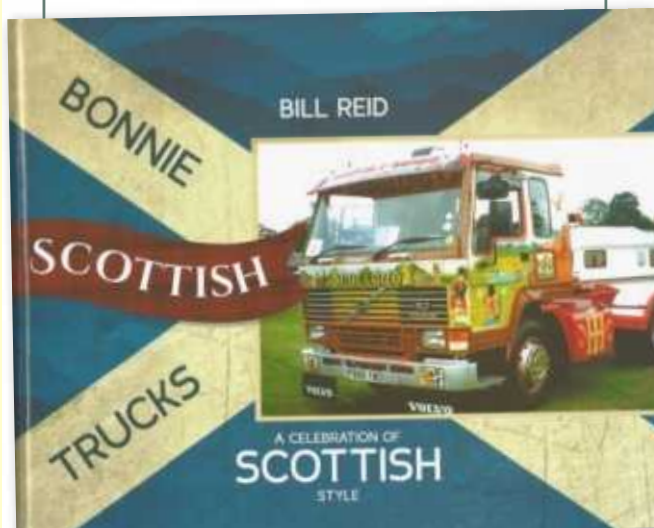
This is another very nice picture book for lorry enthusiasts. There are two pictures on each of the 122 pages, showing lorries of different types and ages, in the various colourful and attractive liveries Scottish transport companies have become known for. There are lots of tartan bands and decorative signwriting, though not quite as 'over the top' as the Volvo on the cover. Many of the vehicles shown are what we'd call 'modern classics', from the 1970s onwards, plus a few older lorries. The author, organiser of the Ayrshire Road Run, is a lifelong enthusiast and calls his book a celebration of traditional Scottish road haulage liveries, which it certainly is. A lot of these well-known colours have lived on into this age of vinyl stickers on white cabs, for which we should be thankful, as well as for this book which illustrates so many of them.

DUSTBIN-FILMS.COM

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As a result of seeing the Ford expedition to Moscow in Norman Chapman's story of the Ford D Series a couple of issues back, we have been contacted by Jim Wilkie of 'dustbin-films.com'. This company rescues and transfers to dvd all sorts of old 16 mm films, often originally made as promotional items, specialising in different transport topics. In this case, there is a film about a trip with a Thames coach of Excelsior Motorways to Moscow in the early 1960s, prior to the later trip with lorries and a car as well. It is on a dvd with a film about Volvo passenger chassis and various makes sold by Leyland around the world.

The Dustbin Film Collection puts on specialist showings of these films, but also makes them available to buy at £9.50 for personal use, dropping to £6 if more than five are ordered, plus £1 per film for postage outside Great Britain. The website lists a whole range of films on different subjects. The quality reflects the old-fashioned equipment used to make the films in the first place, but the range of subject matter looks most interesting.

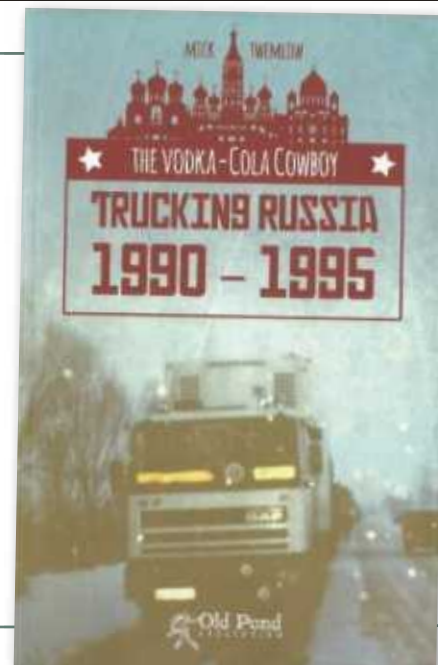


THE VODKA-COLA COWBOY – TRUCKING RUSSIA 1990-1995

BY MICK TWEMLOW
OLD POND PUBLISHING,
5M PUBLISHING LTD, BENCHMARK HOUSE,
8 SMITHY WOOD DRIVE,
SHEFFIELD S35 1QN
WWW.OLDPOND.COM
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The title is a tongue in cheek reference to the author's friends, 'The Cola Cowboys' of Astrans who he worked with in the Middle East during the 1970s. In the early 1990s, he transported goods to, from and within Russia, in what is one of the harshest environments in the world. The atrocious

winter weather, police harassment and the dangers of the dissolution of the Soviet Union at the time all add to the drama of the situation. Mick writes about his time living with his future wife and their daughter in Moscow, and vivid memories of driving his amazingly reliable DAF 95 350 ati twin-steer tractor unit, pulling trailers from the UK, Holland and Germany, to Moscow and beyond. An ex-soldier and already experienced international driver, he learned the language and how to survive the ups and downs of such long-distance trucking away from the UK. Illustrated with 16 pictures, this all makes for an absorbing read for any transport enthusiast.



A HISTORY OF FAIRGROUND TRANSPORT

FROM HORSES TO ARTICS

ALLAN FORD & NICK CORBLE



A HISTORY OF FAIRGROUND TRANSPORT

– FROM HORSES TO ARTICS

BY ALLAN FORD & NICK CORBLE
AMBERLEY PUBLISHING,
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The authors are both writers on and active in heritage and the fairground – Allan Ford still occasionally riding on the Wall of Death. Their obvious depth of knowledge and research of the history of fairs and how the attractions

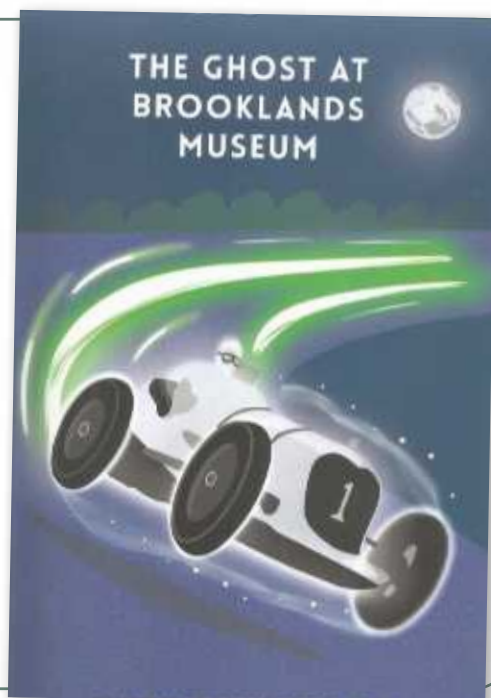
have been moved about over the years comes through in the book. There are over 180 pictures in the 96 pages. Admittedly many are quite small, as usual from Amberley, but they illustrate the development of fairground transport well. If there is a criticism, it would be that in some instances the depth of knowledge and details of the lorries does not always come through in the captions and the occasional spelling of Scammell with only one 'L' doesn't help. However, there is a lot of background information here, along with plenty of mainly colour pictures of nice showmen's lorries, making it a worthwhile addition to the transport library.

THE GHOST AT BROOKLANDS MUSEUM

BY MARK RICHARDSON
MATADOR,
TROUBADOUR PUBLISHING LTD,
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WISTOW ROAD,
KIBWORTH BEAUCHAMP,
LEICESTERSHIRE LE8 0RX
WWW.TROUBADOUR.CO.UK/MATADOR OR
WWW.MARKRICHARDSONNOVELS.COM
ISBN: 978-1785898-839
£9.99
(ALSO AVAILABLE AS AN E-BOOK)

This novel was inspired by reported sightings of a ghostly figure resembling Percy Lambert, silently walking the area of the old Brooklands circuit. This is a charitable undertaking and the author is donating all his personal profits to Brooklands Museum. This is a 'kidult' novel,

aimed at a readership of 10 years plus – so that includes us. The cars which are the focus of the novel are the Napier-Railton and Duesenberg, which competed in the Brooklands 500 Mile Races during the 1930s and can now be seen at the Brooklands Museum. They are brought to life in this book, which follows the exploits of a boy called Jake Elmbridge (that's the name of the Borough Council covering Weybridge and therefore Brooklands, a nice little 'in' joke) who sees and goes back in time with the ghost of a Brooklands racing driver... A great idea, fiction based on facts. You'll be looking hard into the corners when you visit Brooklands now. I haven't finished the book yet, but it's shaping up into a great 'yarn' and I am finding it hard to put down...



LEYLAND TORQUE

NO 73, AUTUMN 2016

PUBLISHED BY THE LEYLAND SOCIETY LTD,
C/O VALLEY FORGE, 213 CASTLE HILL ROAD,
TOTTERHOE, DUNSTABLE,
BEDFORDSHIRE LU6 2DA



Available free to Leyland Society members - £27 per annum, application forms from the Membership Secretary, 37 Balcombe Gardens, Horley, Surrey, RH6 9BY or via the website www.leylandsociety.co.uk

Leyland Torque is The Leyland Society's quarterly magazine. This issue includes a special feature on the '120 Years of Leyland Motors' celebration in July, with extra colour pictures, plus the regular news about the society, 'What Leyland's Doing' now at the factory - also covering the 120th anniversary celebrations - the pictorial 'Leyland Lorries for Loads' - this issue covering famous brand names - 'Food for Thought', 'Odd Bodies', members' letters, plus in this issue Bill Pitcher's memories of working at Leyland since 1969, Oswald Tillotson history and more. With lots of interesting pictures and information about these vehicles, any Leyland enthusiast really needs to join the Society and read Leyland Torque, plus the annual Leyland Journal.

THE ALBION MAGAZINE - APRIL 2016

PUBLISHED QUARTERLY BY THE ALBION CLUB, 7 JOHN STREET, BIGGAR ML12 6AE, SCOTLAND, PART OF THE BIGGAR ALBION FOUNDATION.

The latest issue of this club's newsletter includes a report on the 43rd Biggar Rally and the Albions present, the WD.CX22 tractors of Road Engines and Kerr (Haulage), the late Bill Dudley's restoration of his HD73 tractor unit and low-loader, now safe with a new home, The 'Down-Under Report', some 'where are they now' questions, plus the usual club news, vehicles for sale of interest to Albion owners and enthusiasts, what's appeared in other magazines about Albions and so on. Anyone interested in Albions can join the club, whether a vehicle owner or not.



NARTM GAZETTE - SPRING 2016

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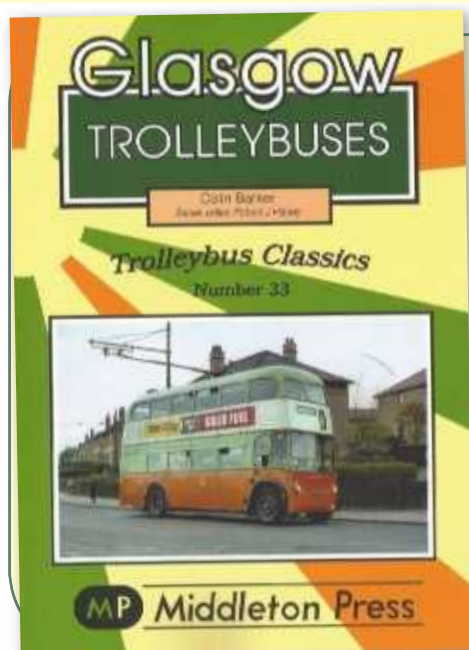
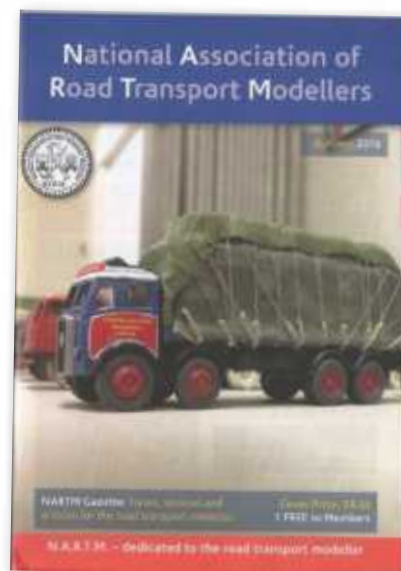
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NARTM is the club for people interested in model lorries of all kinds, whether they collect diecasts, build kits, convert models or scratch-build, catering for all scales and materials.

The association's magazine gives details local meetings and open days, on-line discussions, discounts from kit manufacturers and NARTM Gazette advertisers and entry to events, notably in connection with displays by association members. The association offers a lot of encouragement to modellers, as ideas, hints and tips from other NARTM members can be most helpful.

NARTM members receive four copies of this A5-sized Gazette each year. Whether you are an experienced modeller or not, the articles, including kit reviews, accounts of conversions and many pictures of members' models and dioramas offer plenty of ideas and motivation.



GLASGOW TROLLEYBUSES - TROLLEYBUS CLASSICS NUMBER 33

BY COLIN BARKER (SERIES EDITOR ROBERT HARLEY)

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ISBN: 978-1-908174-96-3

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THE PUBLISHERS ASK THAT YOU PLEASE CHECK FOR LOCAL STOCKIST BY TELEPHONING 01730 813169.

This is the latest in a long line of books looking at the history of the tramway and trolleybus systems of the UK. It follows the

usual format, with a brief, but informative introduction giving the background to the Glasgow trolleybuses, with maps showing the routes. There follow pictures around the system, showing these routes and vehicles in action during the years it was in use, between 1949, when some trams were replaced by trolleybuses, and 1967, when the system was closed, plus sections with details of the 'rolling stock', again illustrated with pictures of the different vehicles, including the 34 ft 6 ins long single-deckers, only seen in Glasgow, and a page on the garages. With 120 black and white pictures on 96 pages, this book will show anybody interested in trolleybuses how they fared on Glasgow's small system.

LIFE ON THE ROAD –PART 8

Yes, it's that man again! According to the letter from J Ester in Vintage Roadscene, November Issue 204, as the footnote suggests, "Brian can take it in his stride," I have to say that my wife Eve had the best laugh in years, especially about the intelligent bit. There again, one has to be intelligent, to be able to drive a lorry in the first place, or so she pointed out. If I ever do get round to writing that book, J Ester can have the first signed copy. By the way, having lived in several Bedford TKs during my early years of driving, I could tell a couple of true stories about the TK gearstick knob, but I will leave that for a later date.

However, I now move on to the more serious stuff. In my previous letter, in the December issue 205, I mentioned that I had moved on to Russell Davies and was asked to start work on a Sunday morning. Now rumour had it that this was to allow all Generation 2 drivers, the lower class, to exit the town a day in front of the Generation 1 drivers, thus avoiding any possible nasty conflict. Although there was no love lost between the Generation 1 and 2 drivers, this was just a rumour, and far from the truth.

The real reason was that the first Geest sailing into the Hull container berth was every Sunday morning, and all the Monday delivery containers, around 20 or so, had to be loaded directly onto our 40ft skeleton trailers ship-side, thus avoiding them being taken to be stacked on the dock. This process involved a minimum of four drivers, operating a high speed shuttle system from ship to depot, involving a four mile round trip.

Geest also had a contract with ICI, based at Wilton, Teesside, which involved the loading of and returning back to Hull container berth, 12 fully-laden containers, every Sunday, for the same ship that was currently being discharged. The first two drivers had to be at ICI Wilton by 6 am, which involved a 4 am start, not an ideal time on a Sunday, with the rest at staggered times throughout the morning. The first two drivers would be asked to do a double run, which could be completed within the legal 15 hours' driving time, thereby reducing the number of drivers and units needed by two to finish the job.

Now for the good news; every driver, other than the two doubles, who had obviously used up their time, were given a 'runner'. This was one of the Monday container boxes off the boat, which were for early delivery, in Scotland. With a bit of luck, we all made it up to the BP Truck Stop at Penrith and rounded

the day off with a cracking meal and a drink. Not a bad start to the week, a night out and 15 hours at double time.

Geest carried out the export operations for most of the major whisky distilleries in Scotland, and for us as drivers the job was a doddle, as most of the companies operated a change-over system. This enabled us just to run into whichever one we were directed to, drop off our trailer and empty box, and couple up to a loaded one. Then it was just a matter of checking the seals and run back down to Penrith or Carlisle. Meanwhile, back at the container base, deep unrest was brewing between the dockers and the port owners, Associated British Ports (ABP).

Nothing new there, but we were in a different world now. Gone was the old system of hand-ball piece work and three hours off for breakfast and lunch. Modern shipping companies wanted their ships turned around quickly and back to sea. Container ships could be discharged and reloaded in hours, rather than days, and the stakes were too high to have them berthed up, while the dockers' flexed their muscles, playing silly games. This time, they would lose out big time, as ABP stood its ground.

Within a month, ABP shocked everyone, when they released a statement that the Hull container base was to close, with immediate effect. This was a disaster for the port of Hull and local hauliers. How could thirty-odd dockers put so many jobs at risk, not to mention their own and their families' needs, all because ABP wanted to fall in line with its other ports around the country, operating 24/7, including Sundays, and not be tied to 8.00 am to 6.00 pm over five days.

As for me and the rest of the Russell Davies drivers, we were very lucky, as Geest immediately diverted all their Hull sailings back down to Ipswich. Russell Davies asked us drivers to do the same and join the Ipswich lads, running out of their port, until further notice. We would still be based in Hull, simply bringing loaded containers home on Friday nights, ready for delivery north on a Monday morning.

I loved Ipswich, the town, the pubs, the shops, and at one time, my wife and I did consider moving down there, but unbeknown to us all, Geest had been negotiating with Grimsby docks, to receive their containers, so after four glorious months, it was all change again, as we moved to Grimsby. This time, we were to lose out, as Russell Davies had rented a piece of land on Grimsby Dock, to accommodate 20 motors and trailers. A Portakabin office, toilets and showers were installed, and we

became officially Grimsby-based drivers.

An ultimatum was put to us. Either we remained and stayed loyal to the company, or be paid off. Drivers who parked overnight in the depot would not be paid night out money. This included anyone with less than two hours' running time left. Any driver caught 'hanging it out' while away down the road or at a factory, to get a night out, would be disciplined, although sleeping in the cab in the depot yard was allowed, without pay. Harsh times!

Harsh words! This action resulted in ten drivers leaving the company, most of them being Generation 1 drivers, as they could see their former lifestyle falling apart. I stayed on, as I had only been at Russell Davies for six months and had just been upgraded from my Scania to a brand new Volvo FL10.

We had been at Grimsby for two whole years when news broke that a private transport and storage company (ironically, from Grimsby) was to take over the Hull container base operations. This would take place as soon as work was completed on the huge 30 metre high straddlers that moved the containers around the base. Not only had they stood idle for over two years, but all six of them had been sabotaged, having all the electrics ripped out. It didn't need a scientist to work out who that could have been.

It was quite nice returning home to our new-look refurbished container base, with a new depot for our trucks, working hours of 6 am to 10 pm, and with a new non-dock registered workforce.

Over the next six years, things ran almost without a hitch. At one time, I was posted to Glasgow for several months, collecting and delivering whisky containers to and from the rail freight complex at Cambuslang, where the freight train would run them down to the container ports overnight.

In the first year back at Hull, ten brand new Volvo FL10s were delivered to our depot in appreciation of our loyalty to the company. Crikey! I had only been with Russell Davies for three years and already losing count of how many new motors I had had.

One new contract Geest secured was the importing of denim from Germany, via the UK to the Isle of Man and Ireland. This was in rolls 18 ft long, loaded into 40 ft containers, rather than 20 ft containers, thus keeping the height down, to enable easier off-loading at the delivery point. I was the first driver to be asked to take on the job and agreed willingly, but almost wished I hadn't.

To be continued.

Brian Featherstone, Hull

ARMSTRONG'S AEC

With reference to the Road Haulage Archive issue 'All the Fun of the Fair', and the picture on page 8 of FNU 275H, the AEC Matador of Messrs Armstrong, you might be interested in the accompanying pictures of this vehicle after modification, believed to have been in order to accommodate a longer Gardner power unit.

It is seen here positioning a trailer at Nottingham Goose Fair and assisting its stablemate, a Scammell Trunker, less the second steering axle, OXG 639H, at Long Eaton Carnival Wakes, hauling the family living vans across some very soft ground. Hope this is of interest.

D J Doughty, Chesterfield.

It's nice to see these vehicles, in their striking livery, in colour, thanks for sending these pictures.



WEYMANN BUSES IN BURY

Bury Corporation Transport bought its first Weymann bodies back in 1940. Then, after World War II, this company became its preferred bodywork supplier. Bury took 15 Leyland PD1s in 1947, while the biggest

batch of vehicles so far came in 1949-50, with 25 Leyland PD2/4, as illustrated here, in the town centre in 1952. Other Weymann bodies came between 1952 and 1957, mounted on AEC and Leyland chassis.

Perhaps the stars of Bury's post-war fleet

were 25 Leyland PD3/6s, delivered between March 1958 and January 1959. These 30 ft long buses featured rear platform doors, plus rear wheel discs, which were soon removed, because of overheated rear brakes.

David Barrow, Bury



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PASSENGER TRANSPORT ARCHIVE

As always, an excellent 'mix' of interesting articles in the December issue.

Referring to the item on your 'Comment' page, I would be very interested to see more scenes of the bus services around Bury St Edmunds.

During the late 1950s, I spent my school

summer holidays with my relations near Bury and have very fond memories of the bus services there, not only of Eastern Counties, but also the many independent operators that used to 'lay over' on Angel Hill on market days, Wednesdays and Saturdays.

I would look forward to either a 'Scenes Past' or 'Passenger Transport Archive' issue – or both – as you mentioned. Over the

years, I have obtained photographs of the bus services in Bury at various transport fairs.

Chris Watts, Tonbridge

Would any other readers like to see a 'Passenger Transport Archive' series, with pictures like these. If there is sufficient response, we might be able to persuade the publishers...

BACK TO SCHOOL

Brian Featherstone mentions in his articles about South Hunsley School, which makes me realise I was not alone in the distractions of the A63. Thank you, Brian, I commenced my misspent education there in 1958 and left in 1963. I feel I should remember him; I don't, but a near neighbour does and tells me Brian was quite athletic. That would certainly rule me out of his inner circle then.

It was an interesting period for the A63, which in my early days at the school, was only single carriageway and North Ferriby was yet to be by-passed. The school bus during my time was always an East Yorkshire Motor Services (EYMS) vehicle. Usually, it would be an earlier member of the fleet, most often a Leyland double-decker, but occasionally a Guy. I always felt the Guys only just dragged themselves along, The Leylands seemed a bit livelier.

On arriving at Ferriby, we picked up pupils for the school. A demonstration of housing development in this village is that, in the 1950s and '60s, one 55 seat double-decker took pupils from Swanland and Ferriby. Now it takes three modern double-deckers to take the pupils to school just from Swanland. At the moment, the contract is still with EYMS, now in private ownership.

The traffic in Hull appeared to me to be mostly commercial, unlike today, when the private cars greatly out-number the lorries.

For me, the most well-remembered lorries on the journey at that period were BMC commercials heading eastbound for export through Hull docks. Most seemed to be complete, except for the bodies. However, there were exceptions which, as a very immature 11 year old, I found quite amazing. A number of left hand drive Austin Loadstars were seen quite often, with no bodies or cabs. They did have a bonnet and that was about it. The drivers were usually dressed in what looked like ex-World War II RF pilots' kit, including leather helmet and goggles and, in winter, huge gantlets. Perched on a wooden seat, with no obvious form of restraint, completely exposed to the

weather, which could be any combination of rain, snow, freezing wind and fog. Even in sunny weather, they would be on the final stretch of road into Hull, driving into the sun, with no visor and no roof. I am still in awe of these hardy drivers, this was not an easy way to earn a living.

The return journey from school was a bit odd for the kids from Swanland, the village I still live in, masquerading as a bumpkin, according to my wife!

Both Brian and Stuart Spandler have mentioned EYMS AECs. Kids from Swanland had to change buses in Ferriby. Very often, the bus from school would be an AEC and it could be either a lowbridge or 'Beverley Bar' version. The lowbridge version never appealed, because you just could not see as much, especially as you may have been trapped between older and larger boys. At 11 years old, being trapped between two girls was worse! The AECs always seemed to move faster than either the Guys or Leylands, but maybe they were just noisier.

On arrival at Ferriby, the Swanland pupils got off the bus at the Duke of Cumberland public house and walked 200 yards to await a bus from the Hull direction, to take us up the hill and home. One advantage of this change of bus was that I occasionally got a lift up the hill and was able to pocket the bus fare, two old pence, I believe. Also, when I reached the age of 13, I obtained a weekend job as an errand boy at one of the village shops. The supplier of fizzy drinks, etc, was a Hull company called Robinson and Speight. The delivery vehicle was a brand new Bedford TK and, because I had to sort out all the returned empty bottles into the crates and knew some of the drivers, mostly because during school holidays, it was also cheaper to send me on a heavy carrier bike with negative brake power to places some two miles or more away, than to get the Ford van out. I'm not complaining, honest, I actually loved it!

If Robinson & Speight's lorry went past, the driver would give me a lift. Then I would help him get the empties onto the lorry and

with the delivery of new stock into the shop. For this I got a ride in a brand new TK and a bottle of fizzy drink; I think my teeth might still be paying the price...

Accidents on the A63 happened only occasionally outside the school playing field. One lunchtime, a crash occurred between a Foden of Earle's Cement, an Austin A35, a Standard Vanguard and, I think, a tractor and trailer. I was on the first sitting for lunch, so was in the dining room. We all heard the bang. The pupils on the field all streamed to the fence for a look. I pray I never have an accident outside a school. From what I was told, it made St Trinian's look tame. When we got out from lunch, the field had been cleared and we were confined to the playground away from the A63. The A35 driver was injured, but not seriously and was taken to hospital in an East Riding Ambulance Services Daimler; quality machinery in this part of the world...

On arrival at school one morning, there was an Austin FF parked in the lane alongside the school. It was from Sheffield and fitted with a canvas tilt body. The cab was quite seriously damaged. It had apparently been involved in a collision with a tanker and been the loser. The tanker had been able to carry on, but the FF had a long wait to be removed. By mid-morning, another lorry had arrived, bringing with it a number of men. Whatever the load was on the FF, it was small and obviously heavy, probably a product of the iron and steel industry. It took the men until around 3.00 pm to transfer the load. As we left school at 3.50 pm, the FF was towed past, suspended from the rear, behind the local BMC dealer, Cornelius Parish's breakdown truck. My lasting memory of that was watching the cab's roof bouncing up and down, as it was only supported by the back of the cab. Through the grapevine, we heard that the driver was not injured, a very lucky man.

I promise in future to shorten my letters. This is what one eye on the teacher and the other on the A63 does for you!

John Wheeler, Swanland

FAGEOL IN AUSTRALIA

I was reading about the Clarkson steam bus. We had a couple of these in Sydney many years ago.

I have been involved in bus preservation for many years and a foundation member of the Sydney Bus Museum, which recently re-opened, having shifted to Leichardt, Sydney. I live in the country these days and have Reo, White and Mack buses.

Recently, I got onto the only surviving Fageol Safety Coach in Australia, and hope to get it. Fageol built the first bus from the ground up, in America. Glenister and Mackenzie, who operated a coach service from Glen Innes, near where I live, to Inverell, were appointed the Fageol agents for Australia, and moved to Sydney, sending the Fageols up to their service at Inverell, etc. Fageols were the first with air brakes as well, in the USA and elsewhere, but I never heard of any going to the UK, have you?

The mighty Fageol Safety coach, powered by a Hall-Scott engine.

**Pete Andersen, Deepwater,
New South Wales**

Does anybody know if any Fageol coaches were used in the UK?



CHARABANC IDENTIFICATION?

As an occasional reader of your magazine, I must say I was bowled over by the November issue, especially the superb Dublin buses feature.

I have recently come across the attached photos of an old charabanc, location unknown. It carries a fairly early East Riding, Yorkshire registration. I wonder, would one of your readers be able to identify the make for me please?

Colin Read, Croydon

Over to you, dear readers, as they say...



AYRSHIRE ROAD RUN

There has been some speculation about the annual Ayrshire Road Run in 2017. I would like to allay any doubts and make it known that the Road Run will take place on 8th and 9th July 2017, in the same format as previous years. The start point is the Low Green, Ayr for a tour of Ayrshire and Galloway with an overnight stop in Portpatrick, and return to Ayr.

The run is for all types of vintage commercials, including buses and coaches, and light commercials. All classics over 20 years old are welcome. Enquiries to Bill Reid on 07712347889 or brs69b@hotmail.co.uk or Jim Smith jsm@kerrandsmith.co.uk

Bill Reid, via e-mail

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WATER, WATER EVERYWHERE...

With regard to the December 2016 'Tailscene', the scene shown in the evocative photograph of the Army Bedford QL, wading through the floodwater in Mablethorpe, in the aftermath of the East Coast Floods in 1953, must have been repeated everywhere from Yorkshire down to the South Coast during those dreadful times.

When researching for my book *Fighting Fire in Essex* (published January 2016 and reviewed in *Vintage Roadscene*) at the Essex Fire Museum, I came across a number of interesting photographs, showing activities to remove the millions of gallons of seawater, which had inundated land adjacent to the North Sea and River Thames. They show the military and firemen working side by side for many weeks after the 31 January storm.

The photos here, courtesy Essex Fire Museum, show fire appliances from Middlesex (including a new AEC Regent) drafted into Essex and (probably) a Bedford ambulance (right) with a military AEC 4x4, rendezvousing in Jurgens Road in Purfleet. The fire engines were starting on what seems an impossible task of pumping



millions of gallons of seawater from the area. Pumping operations in Purfleet alone were to last for over a month, with an estimated 1,000 million gallons of water removed from flooded land. 52 pumps and 257 men from 27 different fire brigades, from as far away as Wales, together with military personnel were drafted in to assist. They worked in dreadfully cold conditions, made worse by the freezing water.

The other two pictures showing how many

miles of six inch pipes were joined and laid over vast areas in an effort to remove the water. Using an Army DUKW, firemen manually laid the pipes as the DUKW was driven slowly. Ex-National Fire Service Austin, Bedford QL fire engines and a pre-war open appliance, all by now part of the early post-war local authority fire brigades, can be seen in the background.

I trust these will be of interest.

Mike Bunn, Stratford-upon-Avon



FORREST'S AEC

The picture of the AEC Mammoth Major, MLE 411, on page 9 of 'All the Fun of the Fair', was one of a pair ex-Whitbread, not BRS, along with MLE 990. It was owned by Forrest's Amusements, Bullace Lane, Dartford, and one of a batch built at Castle Maudslay works, as a rolling chassis. It passed into preservation with Dave Norton and is now owned by Fraser Clayton.

Terry Haden, Castle Maudslay Preservation Group, Coventry

CLASSIC VOLVO

Here is a picture of a classic recovery vehicle sent in by Roy Dodsworth. It is a Volvo N86, from 1965-73, presumably imported from somewhere. This type of cab was introduced in the 1950s, on the L385 and 485 'Viking' and 'Titan'. The N86 had a new engine, the D70 or TD70 (turbo) which was the same as that used in the F86. The bonneted six-wheeler with a draw-bar trailer was still popular across Europe well into the 1970s, so many of these would be seen in this role. Not many were brought into the UK, though, but this recovery unit is a cracker.



FORD VAN SPARE WHEELS

In 'The Hard Sell' in Vintage Roadscene issue 204 for November, with regard to the £100 5cwt Ford Van and the comment regarding the spare wheel location: "Weren't they normally on the nearside door?" this an intriguing question and the beautifully-restored 1936 example, EN0 966, featured on page 54 of the same issue, in Rally Round Up – Rempstone, would appear to prove otherwise. However, in Sam Robert's 'bible' on the Y and C Models, 'Henry's Cars for Europe' we learn that numerous detail changes were made in just five years and a total production of 29,606, of which this is a summary.

The 5 cwt van, when introduced, cost £115, based on the then current 'short rad' saloon, in production since August. Bodies were built by Briggs of Dagenham, next door. There was a total of only 11 completed by the end of the year, 1932. These came complete with the early front bumper, running boards and spare wheel supported on the off-side running board, wide near-side door from the two door saloon and no off-side driver's door.

In February 1933, a revision saw a driver's offside door now fitted, complete with spare wheel. Both doors were sourced from the four-door saloon.

In June 1933, a second revision saw the running boards omitted

In November 1933 another revision saw the van now based on the 'long rad' saloon, with skirted front wings, and a bumper no longer fitted as standard equipment.

In October 1935, the price was reduced to £100.

In October 1936, a further revision saw the spare wheel fitted to the nearside door, with the van now marketed as a Fordson.

In November, 1937, production ended, the van replaced by the '7Y' type.

Although the bumper was not fitted as standard from November 1933, photographic evidence suggests that this was available as an extra or retrofitted.

Here are some pictures of these old Dagenham Warriors: A new propeller for the Queen Mary, manufactured by Stone Foundries, in Greenwich, slowly makes its way through Farnham, Surrey, en route to Southampton, in



March 1935. A uniformed crewman can be glimpsed above the load, does anyone know details of the motive power, registered GU 2126? A long way from where it was registered, Rochdale, DK 8574 is an example of one of the first Ford 'Y' vans, without drivers door with the spare mounted on the off-side running board. The spare looks very bald, and what's happened to the nearside headlight? (Allan Bedford collection)

Sir Alan Cobham's Flying Circus visited Gravesend Airport in 1935, with full support from the Ford Motor Company, featuring five 'BB' vans, a V8 Model 48 Fordor, a Model 'C' 10 and two 'long rad' Y vans, with the spares mounted on the drivers doors and no bumpers. The London registration series 'BXA/BXN' all date from March/April 1935. (Handybaz)

Lastly, a 1937 example of the 'Y' van, with the spare mounted on the nearside door, but carrying an optional or retro-fitted bumper. This one is pictured at one of John Carter's rallies at Shottesbrooke, back in July 1972 and must have been one of the earliest in active preservation. (Allan Bedford Collection)

Allan Bedford, Crediton

There we have it, offside or nearside, depending on when the Ford 'Y' van was built – confusing? Not now, thanks Allan.



KENNETH BRAY 1928-2016

Vintage Roadscene reader, Ken Bray, was taken on his final journey to Semington Crematorium on the Vintage Lorry Funerals 1950 Leyland Beaver.

Ken was born in Semington and lived in Church Street with his twin Brothers Bert and Fred and his step-brother Jack. Ken left school at 14, worked as a farm hand for Jim Bond at Littleton, before becoming a labourer for a flour mill in Yarnbrook and stayed there until he was called up for his National Service in 1947. While he was away Ken obtained a driving licence, which shaped his future employment.

Ken followed his brother Bert and joined W A & A G Spiers as a trailer boy, travelling in Albion lorries. His key role was to apply the trailer brakes when instructed and also to help the driver couple up the trailer. Ken was then given his own motor, a 2 ton 18 cwt Albion lightweight rigid, which was not limited to 20 mph like vehicles over 3 tons unladen were until 1956. The K127 Albion, with its 4LK Gardner engine, was used on time-sensitive cargos, such as taking meat in insulated containers as far afield as Liverpool.

In July 1949, Spiers was nationalised and Ken transferred to BRS for a short time, before becoming a driver for Premix Cement Group. In 1951, Ken moved to Pound Close, Semington and remained in this house for the rest of his life. Driving a cement mixer occasionally produced some unexpected benefits, when not all the cargo was used at a building site. Once the footings were filled, Ken would be invited to dump the remainder left in the drum, but quick-thinking Ken would find an alternative use. He would come home, off-load the cement onto his drive, wet it and

cover it with a tarpaulin. Ken would then take the lorry back to the depot, wash out the drum, come home and spend the evening, with an army of helpers, laying paths in many Semington gardens, often by torchlight. 65 years later, David Hall of Vintage Lorry Funerals witnessed some of Ken's handiwork, as the double-width driveway in Ken's Pound Close home enabled the 1950 Leyland Beaver to park side by side with the hearse.

Ken's next job was driving an AEC or Guy artic for Merretts Transport of Melksham, which involved some long days typified by going to London Brick at Bicester, loading 10,000 bricks by hand and delivering these to building sites. Ken then joined Bill Spiers, his old boss, who had left BRS after two years and started Spiers of Melksham, whose fleet was mainly second-hand AEC artics and eight-wheelers. Ken's main cargos were tyres, which were loose loaded, or empty Dutrex chemical drums for Shell's Stanlow plant.

Ken was active in the village community and he enjoyed playing skittles for Semington B, for whom he was captain for many years.

His last job was with Avon Rubber, where he was employed as a warehouseman, but was used mainly on shunting duties. Sadly Ken lost his wife Roma in 2000 and he took it upon himself to tidy up the cemetery. He would visit each day until ill health intervened. Ken is deeply missed by his children Robert, Elaine & Martin, eight grandchildren and one great grandson. Ken's passing meant an end to an era, because he was the last remaining W A & A G Spiers driver. Ken is the one wearing the tie in the picture, which taken on the day the company was nationalised. The picture was kindly provided by Ray Spiers, nephew of the late Bill Spiers. If you want to know more about the activities of the 1950 Leyland Beaver then ring 01225 865346 or visit www.vintagelorryfunerals.co.uk



MARMON-HERRINGTON

I have two points to make on the excellent December issue of *Vintage Roadscene*. Firstly, I know that Norman Chapman's article was devoted to the Marmon-Herrington marque, but it should not be forgotten that the Marmon name lasted for more than 35 years after the end of M-H truck making in 1963. The design was taken over by Adrian Roop, who formed a new company, Marmon Motor Co, at Garland, Texas, and built a range of trucks, not unlike the HDT.

They used Cummins engines as standard, but Caterpillar or Detroit Diesel power units were also available, as was a range of transmission options by Allison, Fuller or Spicer. Bonnetted or conventional tractors, as

they are called in the US, were soon added, and both layouts were available in two versions, F for fleet owners and the higher grade P (Premium) range for owner-operators.

As far as I know, all were 6x4 tractor units, and Marmon never made rigid designs. Output was small, not more than 100 per year to start with, but I saw quite a number on visits to the US from the 1970s to the 1990s. Marmons are no longer made, but I do not know when production ended, probably around the turn of the millennium.

Here are two pictures, firstly a cab-over taken on Tenth Avenue in New York City in 1970. The grille (partly missing) is quite similar to the M-H HDT, though it clearly carries a Marmon badge. Secondly, a much later 57P

with tanker trailer, taken at West Stockbridge, Massachusetts in 1993.

With regard to the Karrier Gamecock at the top of page 37, despite the French lettering on this, and the Norwegian lettering on the lorry behind, I think the location is Earls Court. All the surrounding stands are British, Bonnalack, Austin, Harrington and ERF, and the signs above the stands are similar in design to those in the Earls Court photos on page 58. I expect Karrier just wanted to show that they could make LHD lorries for overseas markets.

Nick Georgano

Thanks for the extra information, always welcome.



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The Road Ahead



What's this? A picture in Vintage Roadscene with no vehicles – well, nearly. Yes, it's 'road scene' without the usual traffic to identify.

Here we have a picture of Western Avenue in Perivale, taken in the early 1930s at a guess. This is the A40, one of the 'arterial' roads out of London to the west, not far from the infamous 'Hanger Lane Gyratory', we are always hearing about on the traffic reports.

Lovers of the style of architecture of the time will be pleased to see this. The first building on the left is United Dairies, complete with its giant milk bottle on top. Then there is Hooper – no, not the well-known Hoover factory, now a Tesco supermarket behind the facade. This was the up-market coachbuilder, later taken over by Daimler. A few years after this picture was taken, the company was building fuselage sections for De Havilland Mosquito bombers, Airspeed Oxfords and gliders, during World War II.

Then there is the Callard & Bowser confectionery works, where 'Cream Line' toffees, butterscotch and other sweets were made until 1970, the company having been taken over in the 1950s by Guinness, which had its brewery nearby in Park Royal. Then we can see 'Clifford's' on the little white building, which looks like a roadside

café. To the very right, at the top of the hill, you can just about make out Park Royal St.... (Stores or Station) on the far building. This could have been the original wooden Park Royal Underground Station, replaced in 1931 by a 'thoroughly modern' partly circular brick-built building, under the auspices of Frank Pick. This means the picture was most likely taken of the A40, looking east, just to the east of Hanger Lane. Does anybody remember United Dairies or the other companies there?

However, the main point is the almost total lack of traffic, apart from one small lorry, and two cars – one looks like a Rolls-Royce, a bit blurred, as it was moving – unbelievable on a main road like this, compared with today.

The other, rather battered, picture is actually making the opposite point. This was Guildford High Street, seen around the same time, and still recognisable today. The original caption is about the stone sett paving of the road having lasted 60 years and still being in good condition, despite the 9,000 tons of traffic a day passing over it. (They were probably still there, under a coating of tarmac until surprisingly recently, as well.)

Indeed, to prove the point, we see a lorry, XA 9436 (London, 1920), with a draw-bar



trailer, loaded with what looks like stones. The vehicle looks very well-used, with its battered and twisted body. On solid tyres – on those stone setts – going down that hill with a full load would not have been for the faint-hearted in this vehicle...

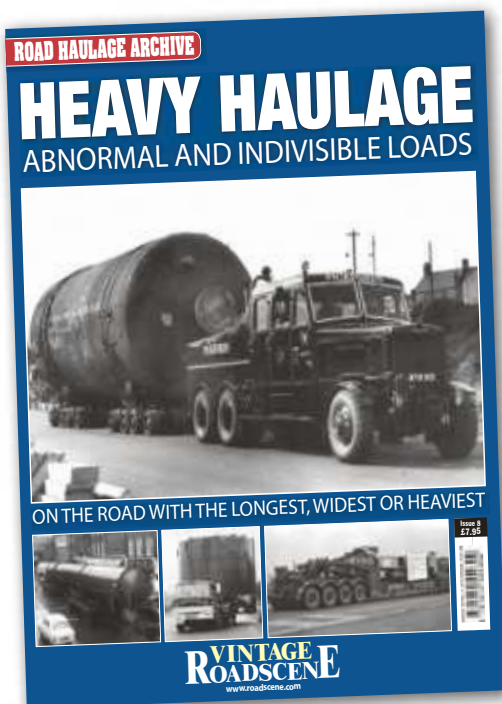
Another lorry is coming the other way, up the hill, while two 'doctor's coupés' are parked on the right, including XW 9642 (London, 1924), with a typical drophead of the day, PY 4527 (North Riding, Yorkshire, 1929), and a motor-cycle, casually parked with its footrest on the kerb, PE 626 (Surrey, 1925), on the left. Like the other picture, the pedestrians add more atmosphere of the times. I hope you enjoy them as much as I have.

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